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HONGKONG, THURSDAY, OCTOBER 8th, 1925 四拜禮

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TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.34	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.46	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	5.59	7.44
Tai Po Market	7.31	9.58	11.19	12.49	1.58	5.18	6.08	7.58
Fanning	7.32	10.03	11.20	12.50	1.59	5.19	6.09	7.59
Shumchun	7.39	10.07	11.27	12.57	2.03	5.23	6.13	8.03
Shumchun	7.42	10.13	11.33	13.03	2.13	5.33	6.23	8.08

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.31	9.05	10.35	11.40	3.00	4.17	5.13	6.08
Shumchun	7.39	9.13	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	7.32	9.16	10.49	11.51	3.11	4.28	5.24	6.19
Tai Po Market	7.49	9.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.46	9.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	9.43	11.17	12.20	3.38	4.55	5.51	6.46
Yau Ma Tei	8.02	9.46	11.20	12.23	3.42	5.00	5.56	6.51
Kowloon	8.20	9.58	11.37	12.41	3.58	5.16	6.11	7.06

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.34	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.46	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	5.59	7.44
Tai Po Market	7.31	9.58	11.19	12.49	1.58	5.18	6.08	7.58
Fanning	7.32	10.03	11.20	12.50	1.59	5.19	6.09	7.59
Shumchun	7.39	10.07	11.27	12.57	2.03	5.23	6.13	8.03
Shumchun	7.42	10.13	11.33	13.03	2.13	5.33	6.23	8.08

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	8.12	10.38	11.40	13.00	4.17	5.40	6.39	
Shumchun	8.19	10.45	11.47	13.07	4.24	5.46	6.46	
Fanning	8.23	10.49	11.51	13.11	4.28	5.51	6.51	
Tai Po Market	8.33	10.59	12.02	13.21	4.38	6.01	7.01	
Tai Po	8.37	11.04	12.07	13.25	4.42	6.05	7.05	
Shatin	8.51	11.17	12.20	13.38	4.55	6.18	7.18	
Yau Ma Tei	9.02	11.20	12.23	13.42	5.00	6.23	7.23	
Kowloon	9.11	11.37	12.41	13.58	5.15	6.38	7.38	

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Wine-glass of Bacardi
Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI GROG

One quart of Bacardi
One quart of Fernet-Branca
Use the grog, adding equal
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Serve with slices of lemon.
Dissolve sugar in hot water.

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Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One Glass hot Milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
A glass of Bacardi
Beat up thoroughly the yolk of the
Egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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HONGKONG



SCOTTISH LETTER OUR GREAT NATIONAL MEMORIAL. PRINCESS MARY AND THE SHRINE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 22d.
The scheme for the creation of the
Scottish National War Memorial on
Edinburgh Castle rock (which Princess
Mary visited last week) is slowly but
steadily taking shape under the direction
of the Duke of Atholl's committee and
the architect, Sir Robert Lorimer.
A.R.A. It will be recalled that the
design approved consists of the conversion
of the old barrack building known
as "Billings' Building" into a gallery
of honour and the erection a shrine abut-
ting against the north side of this old
building. Considerable progress has been
made with the reconstruction of the
interior as the gallery of honour, and the
proportions of the old building are lend-
ing themselves to the purpose better than
was anticipated. It is hoped before the
winter to have the western half roofed
in.

The great arch, nearly 30 feet high,
that leads from this gallery into the
shrine—the work of a young Edinburgh
sculptor, Mr. Pilkington Jackson—is with
its sculpture and carving already com-
plete. The committee wisely thought that
they could leave to the discretion of the
architect of the Knights of the Thistle
Chapel the selection of the artists and
craftsmen with whom he wished to be
associated in the carrying out of this
great national work. The happy result
is that Sir Robert Lorimer is surrounded
by a sympathetic and capable band—men
and women who served during the war—
and who are all working with enthusiasm
to make the memorial worthy of the
memory of the hundred thousand of their
countrymen who gave their lives. The
shrine is to contain a series of seven
stained-glass windows, each measuring
about 3 feet wide by 16 feet high. Mr.
Douglas Strzehan, LL.D., H.R.S.A., who
has the work in hand, has evolved an
appropriate and deeply impressive
scheme for the treatment of these win-
dows. Running round the shrine below
the windows is to be a bronze frieze
about 4 feet high, in very flat relief. In
this frieze types of all who served are
being represented—men and women,
horses, mules, dogs, even the carrier
pigeons are not forgotten. The designs
and full-size drawings have been pre-
pared by Mr. Morris Meredith-Williams,
and the actual modelling is being car-
ried out by Mrs. Meredith-Williams, who
is responsible for a considerable propor-
tion of the sculptured work in connection
with the memorial. These artists, work-
ing together, have had the most enthu-
siastic encouragement, and assistance from
Admiral Sir Reginald Tyrwhitt (till re-
cently in command at Rosyth) and
General Sir Walter Braithwaite, of the
Scottish Command. Not only have these
officers and many of their juniors paid
repeated visits to Mr. and Mrs. Meredith-
Williams' studios, and given the benefit
of their expert advice and criticism, but
the Admiral and the General have re-
spectively selected fine types of men, who
posed as models, as well as uniform,
equipment, etc.

MOTOR VESSELS FOR FAR EAST.

The motor vessel *Athelchief*, built by
the Caledon Shipbuilding and Engineer-
ing Company, Dundee, for the British
Molasses Company, London, has carried
out trials on the Firth of Forth, attain-
ing a mean speed of 11½ knots. After
lunch on board, Mr. Grant Barclay, of
the Caledon Company, proposed the toast
of "The Owners," which was replied to
by Mr. Kielberg, who said the *Athelchief*
was the first motor tanker which his com-
pany had built, and the largest
tanker owned by them. She was, he
added, the first motor tanker built
specially for the carriage of molasses.
The propelling machinery, which is fitted
aft, and was supplied by Messrs. John
G. Kincaid & Co., Greenock, consists of
two sets of internal combustion engines
on the Burmeister and Wain-Harland
and Wolff principle, each having six
cylinders. The *Athelchief* will be follow-
ed by several other new tankers of larger
dimensions, these being necessary to cope
with the British Molasses Company's
trade. Immediately after the completion
of the trials the *Athelchief* left on a
voyage to Java.

SCRUM IT AGAIN!

This Summer has done very well by the
cricket, the golfer, the tennis player,
and the bowler. Football, ever eager for
the resumption of play, has already got
into its stride, and now the Rugby en-
thusiast is counting the days till the first
ball finds touch. The growth in popular-
ity of this gritty game has been one of
the post-war features of the sport world,
thousands of spectators now being found
where before 1914 hundreds, and even
tens, were the rule. Ladies' evidently
find in the game qualities of strength and
manliness that win their admiration for
they turn out Saturday after Saturday
and follow play with the intelligent in-
terest of the men at their side and the
enthusiasm if repressed, of the boys
round the ropes.

The commercialism of Association foot-
ball has, if anything, been accentuated
since the war; and this, with rowdyism,
has alienated the interest of many
healthy-minded sportsmen. In Rugby
football these find the game being played
for sheer love of it, and played with a
whole-hearted enthusiasm that could be
(Continued at foot of next column.)

SCIENCE AND GENESIS. SIR O. LODGE ON MAN'S DESTINY.

In connection with the visit of the
British Association to Southampton,
Sir Oliver Lodge addressed an audience
which filled every seat in the Above Bar
Congregational Church. His text was:
"When I consider the heavens, the work
of Thy hands, the moon and the stars,
which Thou hast ordained, what is man
that Thou art mindful of him?"

It was at one time thought, he said,
that the truths of religion were alien
from the truths of science. That was
now known to be absolutely impossible.
The only question was whether we were
in any respect mistaken. We might be
mistaken in detail, but on the whole the
general consensus of opinion travelled
in one way. Dealing with his subject,
"Atoms and Worlds," Sir Oliver said
he believed it to be literally the case
that our notion of the universe, en-
larged, as it had been, by scientific study,
yet fell beneath reality to an almost
infinite degree. That reality, if we
could perceive it, would be so overwhelm-
ing that we were mercifully screened
from it in the time of this mortal life.
We appreciated things through our
senses, the senses which the animals
possessed. But we possessed a nascent
power which was not theirs, the human
mind, an instrument that screened us
from a great deal of reality which, per-
haps, had no material connection.

All the great things were inferred,
were mental, ideal. That was where
reality lay. That was how we got our
interpretation of the heavens. To-day
marvellous things were happening in the
interior of the stars. Some saw there
a sort of continuous process of creation,
the birth of matter still going on. "I
believe," said Sir Oliver, "that creation
is a continuous process, like evolution,
a gradual constant emerging, not a thing
that is done with, but a thing that
is going on. In all these magnifi-
cent series of luminous bodies we detect
the same laws as we are familiar with
on the earth, the same chemistry, the
same chemical atoms that vibrate and
give off waves exactly as they do here.
There is not one law for the Earth and
another for Mars, Saturn, and Neptune;
there is not one law for this solar
system and another for another."

AGE OF THE WORLD.

Had we any idea how long the earth
had lasted or how long it might con-
tinue to last? At one time the age of
the solar system was going to be limited
to fifty million years. Now they were
talking of fifty thousand million. The
President of the British Association said
he might have to be satisfied with ten
thousand millions, but he wanted more
evidence. It was a question of
millions of years. The only question
was whether the earth was in existence
then. "The Book of Genesis" is not the
book of science," said Sir Oliver. "It
is a wonderful book for presenting a
poetic conception of the origin of things,
a marvellous piece of inspiration. But
it is not to be supposed that the actual
details are among the things that are
open to the human mind. We are ex-
ploring the universe as a going concern.
We believe it had no beginning; we feel
it can have no end, but it is a going
concern, and we are in it helping to
shape the destiny of that part of which
we belong. If man decides to exter-
minate his species by suicide, by inter-
national wars, he can do it. I don't
think the Powers above will stop it. They
could, but it would not seem to be in ac-
cordance with the character of freedom.
Man was meant to go right of his own
volition; there is no coercion."

Having briefly described the structure
of the atom, Sir Oliver said these things
were overwhelming, but we had to realize
that the material universe was not every-
thing. There was the still higher uni-
verse of mind, of love, character, of
emotion, an ideal universe which did
not appeal to the senses. To understand
the laws of astronomy needed years of
study, but to feel the force of human
affection needed no study at all. It
was an affair of the spirit. Some things
were hidden from the wise and prudent,
and were revealed unto babes. Those
were the big things in which the human
spirit was at home. It was a formidable
thought, the mystery of existence.

"Here we are," said Sir Oliver, "and
in some sense here we shall be for ever.
We take with us our character, for bet-
ter for worse, what we have made of
ourselves here. That is what we go away
with, that and nothing else, and with
that, we shall continue to all eternity.
God help us."

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LOCAL SPORT.

INTERPORT BOWLS.

HONGKONG DEFEAT SHANGHAI AT TAIKOO DOCKS.

In glorious weather and before a large attendance, the interport bowls match between the Colony and Shanghai was played yesterday afternoon at Taikoo. The green was in excellent condition, and at the commencement it probably played as fast as any green in Hongkong has ever done. As the sun set the green became heavier and our Shanghai friends did not seem to be able to gauge the difference in weight. The fault of the visiting No. 1 and No. 2 was that 75 per cent. of the time they were never up. The green drew well and truly on both hands, and the Shanghai players expressed themselves as very favourably impressed.

A photograph of the combined teams was taken before the game.

The teams turned out as advertised:—
Hongkong.—C. Atkinson (K.D.R.C.), A. Clark (P.R.C.), G. Green (C.C.C.), J. Ferguson (Skip), (T.R.C.).

Shanghai.—F. I. Marshall (Shanghai Lawn Bowls Club), G. Johnston (Yang-tze-poo L.B.C.), T. G. Main (Shanghai Rec. C.), R. Phillips (Skip), (Shanghai Rec. C.).

Shanghai won the toss and their No. 1 threw a short head to score a good 2. They followed this with another 2 when the Shanghai skip showed his mettle. He lured out his opponent and gave the visitors another brace. Hongkong came into their own in the third head. Clark laid two beauties beside the jack; and though Phillips took the jack nearly up to the ditch Ferguson came in to score 2. The next head was a case of diamond cut diamond. Shanghai were lying and Green took the ball out to lie. Main followed suit, only to be taken out by Ferguson, while Phillips with his last shot took this out; the result was a dead heat. The home side levelled the scores in the 5th head by scoring a 3 for which Green was mostly responsible and they took the lead 6-5 at the next end, following this up with a 4 the result of splendid bowling by the home skip. Shanghai were unlucky in the next head a good shot by the skip taking the jack into enemy territory and letting Ferguson in to score 2, making the scores now 12-5. Shanghai at this stage developed an epidemic of being short all the time and leaving their skip a great deal to do. This cost them two more at the 10th head and another 2 at the 11th, the score being 12-5 for Hongkong at tea-time. In the 13th head Shanghai were lying 5, when Green saved 4 with his second shot. Shanghai's luck was altogether out for Phillips, in trying to take Green's ball out, just missed and took the jack to give Hongkong one shot.

The visitors looked like breaking their luck at the 14th when they built up a fine head only to find the home skip again in form and Hongkong brought their total to 25 with their opponents for the 15th time still on their unlucky 5.

The 17th head caused quite a sensation. The jack was taken right to the edge of the green by the No. 1's and Shanghai were lying 4 when Green put down a saver at the brink. The Shanghai No. 3 took the jack into the ditch and remained for him and the visiting skip to drive Green's ball into the ditch when they would take 5, as it was not touched. They failed, however, and only took one. At the 19th head they took 2 making the score 20-8 in favour of Hongkong.

Shanghai were completely outplayed. Ferguson played a wonderful game as skip and Green was good all through. Often when he was not in the picture he was doing well what his skip wanted him to do. Atkinson and Clark were good and indifferent in parts but when one was mediocre the other was good. On the other hand, Phillips had a very difficult proposition before him. His No. 1 and No. 2 were time and time again short and very often left him with a ball in draw on each side. The best man on the Shanghai side was Main. After Ferguson, he was probably the best player on view. Of course, Phillips was at a great disadvantage in not being supported by his No. 1 and No. 2 and he played some very fine shots. The Shanghai team did not seem to get the strength of the green at all after the sun went down. As the green got heavier they became shorter and shorter and there were some very poor heads.

Ferguson must take the honour. Main of Shanghai was the next best player in view, Green did what he was told well, and had a lot to do with Hongkong's success. The Shanghai skip was unlucky and some of the Clubs they play against this week will feel his weight.

Great praise is due to the Taikoo Club for the way they arranged for spectators and to the Bowling officials for the manner in which the game was controlled.

(Continued on next Column).

STANDARDIZED SHIPS.

EXPERIENCES DURING THE GREAT WAR.

In the Engineering Section of the British Association, Sir Archibald Denny, president of the section, in the course of his presidential address on "Fifty Years' Evolution in Naval Architecture and Marine Engineering," recently, said that in no direction in connection with marine engineering had advance been greater than in the use of electricity on board ship. Swan and Edison invented the carbon-filament lamp about 1880, thus making domestic and ship lighting a possibility. He remembered while at Greenwich College seeing at the Crystal Palace, about 1881, an exhibition of Edison lamps supplied with current by a dynamo with electro-magnets almost as tall as himself and with a stray field so strong that it ruined all watches within several yards. What developments there had been since then!

With regard to naval architecture, Sir Archibald traced the development of accommodation from the days of the old sailing ship to the present time. They were all aware, he said, of the attempts to standardize the design of ships and their machinery during the war. In his opinion, that was not the wisest proceeding, and in any case he did not believe that standard designs as such were carried out at that time were suited for the requirements of peace. But if we were to maintain our national supremacy he was a firm believer in standardizing details in ships and machinery.

TANK EXPERIMENTS.

"The Value of the Experimental Tank in Relation to Ship and Propeller Design" was the subject of a paper by Mr. E. R. Mumford, who described this value as high not only in securing the best possible designs for given conditions of size, speed, and service, but also in enabling speed and power for any conditions to be predicted within narrow limits. It had been suggested that Froude's surface friction tests made to cover much longer ships and higher speeds; but, having regard to the proved accuracy of the existing data and the cost of carrying out the new experiments, the proposal could not be justified. The variation in results attained due to weather conditions was far greater than any possible error arising out of Froude's method and data.

Much work had been done with experimental tanks in an endeavour to determine the conditions which would give the highest efficiency to the screw propeller. There was need, however, for many more experiments, as, although the results obtained with model screw propellers in open water were very valuable, they could not be relied upon for synthetic construction of the propulsive efficiency of the ship, in association with the hull and with the resistance of the hull as augmented by the action of the screw. The aid of tank tests had also been sought to determine the effect of shoal water on speed, and it had been shown that at moderate speeds the resistance was greater in shallow than in deep water, while at high speeds the reverse was the case. Shaft extractions, rudders, periscopes on submarines, air resistance caused by superstructures generally, and the effects of the paddle compared with the screw had all been the subject of tank experiments, and methods had been indicated for reducing friction or resistance.

Many novel designs of propellers, including vane wheels, had been tested with the object of obtaining an improvement in propulsive efficiency. No success had been met with except in the application of the vane wheel design to vessels of moderate draught. The problems in connection with cavitation of propellers had not yet been solved, though certain methods of avoiding undue loss of efficiency from this cause had been indicated.

THE SCORE BOARD.

Hongkong.				Shanghai.			
1. C. Atkinson				1. F. I. Marshall			
2. A. Clark				2. G. Johnston			
3. G. Green				3. T. G. Main			
(S.) J. Ferguson				(S.) R. Phillips			
Heads.	Shots.	Total.		Heads.	Shots.	Total.	
1	—	—		1	2	2	
2	—	—		2	2	4	
3	2	2		3	—	—	
4	—	—		4	1	5	
5	—	—		5	—	—	
6	3	3		6	—	—	
7	1	8		7	—	—	
8	4	10		8	—	—	
9	2	12		9	—	—	
10	3	14		10	—	—	
11	2	16		11	—	—	
12	2	18		12	—	—	
13	1	19		13	—	—	
14	3	22		14	—	—	
15	2	24		15	—	—	
16	1	25		16	—	—	
17	—	25		17	1	0	
18	1	26		18	—	—	
19	—	26		19	2	8	
20	1	27		20	—	—	
21	1	28		21	—	—	
Total	25	—		Total	8	—	

SHANGHAI v. K.O.C.

The visitors will play against the K.O.C. this afternoon. The teams:

Shanghai.		K.O.C.	
1. A. McLeod		1. J. E. Fraser	
2. H. Pratt		2. A. D. Ewan	
3. R. Phillips		3. J. Hyde	
(S.) T. G. Main		(S.) J. Gibson	

SELLING PAPERS.

A HOME NEWSAGENT'S AMUSING LAMENT.

Probably there is no retail tradesman in England who receives so large a proportion of kicks to his peace as the long-suffering newsagent and bookseller, writes Mr. Frank H. Harris in *T.P.'s and Cassell's Weekly*. His customers are the most exacting of all customers, his business the most harassing of all businesses, and his profits are so small that they slip through his fingers in all directions.

Customers first. The retired colonel's wife who receives granulated sugar instead of lump in her grocery order vents her annoyance in a gentle and apologetic manner, compared with the devastating verbal storm which arises when the colonel finds he has the *Herald* for breakfast instead of the *Morning Post*. The lady is annoyed; but the colonel takes his misfortune as a personal insult, wantonly and maliciously perpetrated by the unhappy newsagent. His wrath is only equalled by that of the Labour gentleman who finds the *Morning Post* under his door instead of his beloved *Daily Herald*. He suspects and does not hesitate to accuse the newsagent of trying to undermine his political convictions. The real culprit wears an injured look upon his grimy countenance, as he shifts the bull's eye from one cheek to the other and protests he "dunno 'ow it 'appened."

THE MISSING PARCEL.

The newsagent rises at an hour when his customers are still peacefully slumbering. Down through the chill morning air he goes to the deserted station.

Then commences his daily race with time. Into the van he throws the bulky parcels from his wholesaler, containing the weeklies, monthlies and miscellaneous periodicals. On top of these go the various parcels of daily newspapers which come direct from the offices. Dealing hastily with them he yet notes that one parcel is missing—probably thrown out at the wrong station. Even as he starts his old Ford and races up the road he is rapidly thinking of his customers for that paper: who will accept a substitute for that day, who will storm and threaten, who will angrily cancel his order (and renew it next day)?

ARRANGING THE "ROUNDS."

While he is still thinking he arrives at his shop, where he finds his boys waiting. One has not appeared this morning. That means a hurried re-adjustment of rounds. More worry, for each boy has had to learn his round, and to allot him part of another's customers means writing names and addresses on all additions to his usual route. Moreover, the boys do not receive their additional burdens with shouts of joy!

Explaining, encouraging—nay, even apologising—the newsagent rapidly makes up their bundles as he talks. There is twopenny to collect from one customer, another doesn't want his paper to-day as he is going away, yet another wants two copies for the next three days and will pay at the end of the week.

At length, though really in a very short time, the boys have departed on their rounds, and the newsagent proceeds to put aside papers for his early callers. This done he opens the door to the parcels and starts to sort out the contents. Here again worries arise out of the mass of periodicals he separates with practised hands. That solitary twopenny back number has not turned up yet, though he has written several times about it. It will, of course, arrive eventually—when the customer will refuse to have it, having borrowed the copy from a friend. There are too many copies of this periodical and not enough of that one.

FACE POWDER AND LITERATURE.

As he hunts amongst the contents of the parcels he overturns a pile of girls' papers, and out slides a number of packets of face powder given away with that number. The newsagent sighs, painfully collects the packets, puts aside those which have burst and covered the austere vicar's Literary Supplement with pungent perfume, and goes through the pile to reinsert the erring packets. Finally he gets the parcels done.

After breakfast he tackles accounts. It is now that the complexity of the business is revealed. A newsagent of necessity has a large number of customers whose individual accounts are small, but complicated by items of missed papers, double numbers, extra copies and such details, all concerned with peace. His business, in fact, is run on peace and he probably has to face more disputed items (peace again) than any other tradesman. Then there are the old papers to be sorted out and returned, and the checking of the intricate bills presented by the newspaper proprietors and wholesalers. His order for next week's supplies has to be made up, and when it is realised that he has probably handled two hundred and fifty different publications each week it is evident that the bookkeeping side of the business is no simple matter.

Then come the evening papers and the boys again, with a repetition of the morning rush on a smaller scale.

Finally, the hour when he can close the door, but aside his worries, fill his pipe, lie in his arm-chair, and glance at the morning paper for the first time that day!

EX-ENEMY PROPERTY.

CONFISCATION UNDER THE PEACE TREATY.

Mr. F. E. Bhuett Duff, of the International Law Association, London, writes as follows on the question of ex-Enemy Property:—

It seems highly desirable that attention should be drawn to the very serious injury to the credit of the City of London that has resulted from the operation of the "Charging Clauses" (296 and 297) of the Treaty of Versailles and the corresponding Clauses of the other Peace Treaties.

Under these Clauses the Allied and Associated Powers reserved the right to retain and liquidate all property rights and interests belonging to Ex-Enemy nationals or Companies controlled by them, with their territories, colonies, possessions and protectorates, including territories ceded by our late enemies under the Treaties. These proceeds were to be devoted, to the payment of private debts and public reparations, and the Enemy Governments were to compensate their expropriated nationals. As regards the Versailles Treaty these provisions were given effect to in this country by an Order-in-Council which came into force on January 10th, 1920, and which is administered by the Enemy Debts Department of the Board of Trade.

Now, without indulging in any false sentiment towards our late enemies, a twofold criticism can legitimately be levelled at this novel policy, bearing in mind the fact that its adoption has already financially produced serious results. In the first instance, the policy of "selling up" Alien Enemies who had perhaps been settled in this country for many years has reduced many of them to beggary as in some cases the utmost our own Government has been able to do for them is to reimburse them to the extent of £2 per £1,000, and it is estimated that this state of affairs will endure for the next six years. Indeed, the condition of affairs which arose out of this section, the spectacle of suffering and affliction on people of British blood who had the misfortune to be married to ex-enemy nationals, and an uneasy feeling that the whole principle is un-English, and savours of Bolshevik methods, eventually caused the Board of Trade to set up a Committee under Lord Justice Younger (now Lord Blanesburgh) to deal with hard cases. Some relief has been effected, but the powers of the Committee are far too circumscribed.

This was pointed out by the Rt. Hon. Sir Herbert Field, K.C., M.P., in a letter to the *Times* dated January 26th, 1923, following a question in the House put by him the previous night.

Secondly from the legal standpoint, the new policy is wholly indefensible. It is contrary not only to all established canons of International Law, but also to the Municipal Law of England. Lord Blanesburgh has stated that this embargo "charges one man's property with payment of another man's debts a result which no principle of law known to me can be invoked to support." Further, to the extent that the property here of an Enemy national is applied to the discharge of Enemy Government obligations, it is charges in relief of the general body of their Co-Nationals, among whom are naturally found all our bitterest foes, the property of Enemy nationals who have with this country ties of birth or have trusted our credit or who otherwise have shown confidence in us by leaving their property in our hands."

And the following judicial dicta during the War may be quoted: "Whatever may have been the case in earlier times no one will now contend that the private property of Enemy Subjects found within the realm at the commencement of a war can be seized and appropriated by the Crown." (Lord Parker, 1916). "It is not the law of this country that the property of Enemy subject is confiscated. When peace is restored they are entitled to it together with any fruits it may have borne in the meantime." (Lord Finlay 1918); "It is a familiar principle of English law that the outbreak of war effects no confiscation or forfeiture of Enemy property." (Lord Birkenhead, 1918).

It may be added that at the Stockholm Conference of the International Law Association (a representative body of all nations, of which Lord Reading is Honorary President), the following resolution was passed unanimously on September 9th, 1924: "That this Conference is firmly of opinion that the revival practice of warring states by which they confiscate the available private property of Alien citizens is a relic of barbarism worthy of the most severe condemnation. The French Delegation were in accord, and the United States have definitely set their face against the policy."

But I am not so much concerned with the question of principle as with practical results. For the first time the sacred trust of Bankers and other Institutions towards their clients has been interfered with by legislation and transfers of shares without the owners' signature rendered legal. British subjects have been paid in full but British credit has seriously suffered. In the past, foreign banks, merchants, and individuals, deposited their property here without any fear of danger and thus helped to make London the greatest international financial centre in the world.

Now, great uneasiness exists amongst foreign financiers. Political events likely to lead to international friction lead immediately to heavy withdrawals of foreign property. In case of a serious threat of another war, the effects would be most disastrous on the financial stability of the whole world.

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Mr. Symmons said he would feel that progress had been inordinately slow if his prophecy had not been justified by the end of the next decade.

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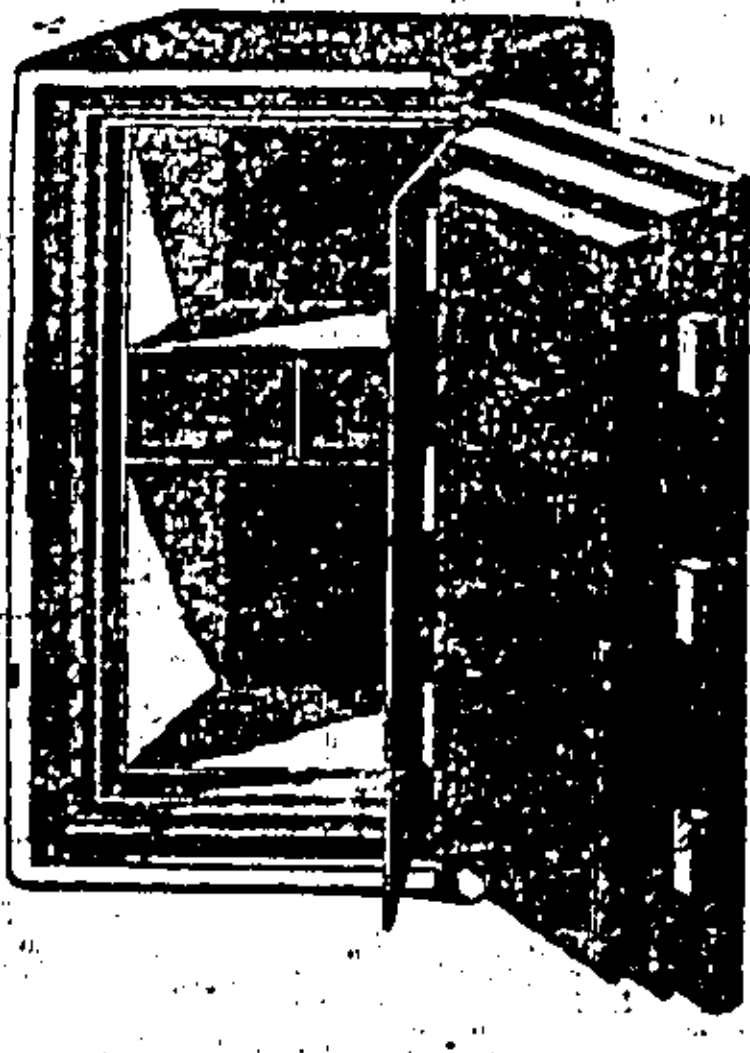
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LOCAL RACING NOTES.

PROSPECTS FOR SIXTH EXTRA MEETING.

INCONSISTENT HANDICAPPING.

[BY ARDOR.]

After many days of anxiety, there seems little room for doubt that the sixth extra race meeting will take place on Saturday and Monday next.

Up till as late as Tuesday night there was some doubt whether it would be possible to clear the course of the mud and debris brought down from the hills by the recent rains.

However, the Public Works Department since Sunday have come nobly to the rescue and unless a big flood occurs before Saturday the meeting will take place according to schedule.

Though fields will be smaller than usual, two days' interesting racing can be confidently anticipated. In one sense the rain has been a blessing, in disguise as it has so hampered training that no real trial gallops have taken place and those who follow form are very liable to meet with many sad rebuffs during the two days' racing.

THE HANDICAPERS.

The official handicapper has once again got the majority of us guessing as to how he arrives at his adjustment of weights, but as he has decided to remain officially unknown I have not had the temerity to interview him and seek enlightenment.

The task even of a stipendiary handicapper is not a bed of roses—much less so that of one who frames handicaps without hope of reward.

However, following precedent, I shall attempt to point out the more glaring inconsistencies in the handicaps for Saturday, quoting past performances to point the moral.

In the Reading Handicap ("B" Class) 6 furlongs, we find:—Valiant 163 lbs., Jambu 161 lbs., Hailsham 147 lbs., Uncle Tam 152 lbs., Solly 145 lbs.

On May 30th these ponies met in the Chesham Handicap—also six furlongs—when the weights were: Valiant 150 lbs., Jambu 160 lbs., Hailsham 144 lbs., Uncle Tam 152 lbs., Solly 146 lbs. (1 lb. over weight).

Jambu won by 2 lengths from Hailsham, Gauldie being third and New York fourth. On the previous occasion Valiant was in receipt of 1 lb. from Jambu. As a penalty for being unplaced, he has to concede 2 lbs. on this occasion.

Hailsham on May 30th received 15 lbs. from Valiant, he now receives 16 lbs. An explanation would be enlightening. At a glance the comparative weights are:—

	Now.	Then.
Jambu	161 lbs.	160 lbs.
Hailsham	147 lbs.	144 lbs.
Valiant	163 lbs.	150 lbs.
Uncle Tam	152 lbs.	152 lbs.
Solly	145 lbs.	146 lbs.

*Carried 1 lb. overweight.

One further example of inconsistency must suffice. We will take the Beckhampton Handicap ("A") 11 miles and compare it with the Waterford Plate, run on May 30th and the June Handicap, decided on June 1st (all 11 miles):

	May June	30th. 1st. Now.
Grey Knight	162	162
Golden Chrysanthemum	156	156
(Now Uncle Chick)	150	150
Loch Rannoch	149	149
Bentley Dahlia	148	148

On May 30th Grey Knight beat Golden Chrysanthemum by 3 lengths, with Loch Rannoch not in the first four. Time: 2.44.1.5.

On June 1st Golden Chrysanthemum won by 1½ lengths from Saligia (160 lbs.) in 2.40.2.5.

The original weights in the June Handicap, won by Golden Chrysanthemum (now Uncle Chick), were Grey Knight (162), Golden Chrysanthemum (156), Loch Rannoch (150) and Saligia (155). The latter incurred a 5 lb. penalty for winning on the Saturday (May 30th).

The extraordinary manner in which Loch Rannoch is treated as compared with Golden Chrysanthemum—to mention no others—has naturally been a puzzle to all who follow racing closely. Loch Rannoch is penalised 16 lbs. for being defeated!

MACAO RACE COURSE.

According to the *Diário de Macao* satisfactory progress is being made with the arrangements in connection with the Race Course at Macao. The interested Company has been in negotiation with the authorities and there seem to be hopes of official sanction of the leasing of the large area on the East of the Barrier Gate. Negotiations have been proceeding for some time and definite proposals are expected at an early date.

ALLEGED FORGERY.

EVIDENCE FOR CROWN IN CASE OF WONG WAI MAN.

The evidence for the Crown was completed yesterday afternoon at the Central Magistracy, before Mr. S. B. B. McElderry, in the case in which Wong Wai Man, a well-known Chinese merchant, appeared on remand from the previous day on a charge of forgery.

Defendant was charged on three counts: (1) With having uttered certain forged documents, concerning the transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company, purporting to be signed as transferor by Wong Chik Co; (2) With uttering forged documents for the transfer of 250 shares in the China Light and Power Company (1913) Ltd., purporting to be signed as transferor by Wong Lok Sin Tong; and (3) With uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Cho, requesting them to send all outstanding dividend warrants belonging to Wong Chik Co to him care of Messrs. Moxon and Taylor.

All the charges are being taken under section 8, of Ordinance 11, of 1922.

Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) prosecuted and Mr. F. C. Jenkin (instructed by Mr. Wadson) appeared for the defence.

Reports of the previous hearings have already appeared in the *Daily Press*.

Sub-inspector Doring stated that on September 10th he arrested the defendant at the General Post Office.

In answer to Mr. Jenkin, witness said he was given to understand that the defendant was doing duty at that time as a postal censor.

A Probationer Interpreter was called to give evidence as to reading the original charge to the defendant at police headquarters and with regard to the statement defendant made in reply.

MR. JENKIN OBJECTS.

This statement was being put in by the Crown, when Mr. Jenkin objected because the charge referred to was not the same as that on which the defendant was at present appearing. It was wrong as to date, wrong as to description of the shares and was altogether faulty. Since then other charges had been brought against the defendant. Defendant, in the detective office, was charged with doing something which it was admitted he did not do. That was that on September 5th he tried to transfer 100 shares in the China Light and Power Company and 50 shares in the Wharf Company. It was now admitted that he did neither on September 5th and that in any event he never issued a transfer for 100 China Light and Power Company shares. Inasmuch as the two transactions had been linked together in one charge, one part of which was erroneous, its description was incorrect. They could not bring a charge against a man, he submitted, which was altogether unfounded in fact.

Mr. Whyte-Smith said, with regard to the discrepancy, that the number of shares in the Wharf Company remained the same; while the number in the China Light and Power Company had been changed from 100 to 250. Although there was a difference in the number, he submitted that the reply to the charge, as it stood originally, could be taken as a partial reply to the number involved in the present charge.

Mr. Jenkin said the main part of a charge of forgery was the intent to defraud clause. If the "intent to defraud" had been brought to the notice of the defendant, he would probably have made a different reply to what in fact he did. What was being tried to be done now was to put in as evidence what the defendant said in reply to the original charge as standing as a reply to the present charge of "with intent to defraud."

After considering this point, His Worship said the fact that the charge was little different to the present one was irrelevant. The police could ask the defendant certain questions. He had decided to hear the interpreter's evidence and would note Mr. Jenkin's objection.

The interpreter, recalled, said that in reply to the charge, the defendant made a statement which he signed.

In answer to Mr. Jenkin, witness said that in reply to the charge which he put to the defendant in Chinese, the defendant said "I have not forgeries."

His Worship remarked that the Chinese words used by the defendant might also have meant "these are not false; they are genuine."

The case for the prosecution was concluded after further evidence.

Mr. Whyte-Smith, at His Worship's request, then argued with regard to the admissibility of the book of Mr. Birkett (of Messrs. Moxon and Taylor) as evidence. He said that while he did not claim that the book was admissible as an exhibit, he did say that this book was admissible for Mr. Birkett to refresh his memory from.

Mr. Whyte-Smith then went on to quote various cases at law on the matter. The case of Mr. Birkett, he continued, was that when he looked at the book referred to he did not remember anything about it, but he could say that by seeing entries in the book that such and such a thing must have taken place.

His Worship ruled that he could not permit Mr. Birkett's evidence, as it related to this book. It was on record and he could not take it off, but he would not take it into consideration. Mr. Whyte-Smith was at liberty to appeal against his decision if he wished.

Mr. Jenkin submitted that there was no evidence before the Court for a *prima facie* case to be made out. His Worship said that he would require time to consider this point before answering the submission and adjourned further hearing until this afternoon.

CINEMA FRACAS.

ALLEGED ASSAULT ON TICKET COLLECTOR.

At the Central Magistracy yesterday, before Mr. S. B. B. McElderry, Cheung Cheung, a special searcher, and Chan Wan, a constable, were charged with assaulting and causing serious bodily harm to a ticket collector at the Western Cinema, Third Street.

From statements made by the prosecution it appears that the first man, Cheung Cheung, tried to enter the Cinema on Tuesday night and refused to show his ticket when asked for it by the complainant (the ticket collector). An argument took place and during this Cheung Cheung is alleged to have struck the ticket collector two blows in the chest.

Cheung Cheung then ran out of the theatre. The collector who followed him into the street, was set upon by this defendant and also by Chan Wan and others and severely beaten, after being thrown to the ground. Only two of the assailants were caught, these being the two defendants, who were unable to make their escape with the other attackers who made off when whistles were blown. The prosecution stated that among the witnesses of the alleged attack was a member of the audience, who would appear to give evidence.

Inspector Peter Grant, who outlined the case, said that the defendants had been refused admission to the Theatre when they came without tickets on a previous occasion. He suggested that this might have been the origin of the affair.

On it being stated that the second accused would like to engage a solicitor, the case was adjourned for a week, bail being increased from \$25 to \$50.

"NO DOGS" RULE.

LADY FINED FOR IGNORANCE OF REGULATIONS.

Another case of taking a dog across the Harbour without the necessary permit from the Colonial Veterinary Surgeon came before Mr. S. B. B. McElderry at the Central Magistracy yesterday, when Miss V. M. Jefford, of No. 21, Cameron Road, Kowloon, was summoned.

Miss Jefford pleaded that she was ignorant of the regulations, and had seen no notice about not taking dogs across the Harbour.

Questioned by the Magistrate whether a notice was posted anywhere a number of police officers including Sergeant Dungey, who prosecuted, replied that a notice was put up at the "Star" ferry, but they did not know whether it was still there.

In imposing a nominal fine of \$1, His Worship said that he assumed that no notice had been put up on the ferries, but everyone was supposed to know the regulation regarding the taking of dogs across the Harbour.

HAROLD LLOYD'S FUNNY CAR.

MANY A GOOD LAUGH PROMISED AT THE QUEEN'S THEATRE.

Harold Lloyd introduces a new type of light car to the screen in his latest comedy, "Hot Water," which is being shown to-day at the Queen's Theatre. He is the sole creator, the inventor, and the producer. It is the "Butterfly Six" and it has been hailed with delight as one of the best mirth provoking vehicles that has ever been seen.

Harold takes the family out for a ride in his new car, or rather his wife's family takes him out in his car, and there is nothing that does not happen in a new automobile that does not happen in this picture.

The part of "Hot Water" developed in Mr. Lloyd's mind, as a consequence of a trip the noted comedian took to Big Bear Valley several years ago when the machine in which he was riding was involved in every kind of accident, broke every part imaginable, and finished by going up in smoke coming down one of the worst grades on the mountain road.

Lloyd never could forget this incident, and in "Hot Water" he reproduces in his inimitable way what was actually an experience of his own.

PROPERTY SALE.

At Messrs. Lammer Brothers auction rooms yesterday afternoon, Mr. L. E. Lammer disposed of a valuable leasehold property by order of the mortgagee. The property is situated at Yamatui and is known as No. 36, Portland Street. The opening price was \$5,000, and after this was increased by one bid of \$200, further brisk bidding of \$100 a time brought the price up to \$7,200, at which figure it was knocked down to Mr. Chan Wing.

SUMMARY COURT.

POSSESSION CASE.

In the Summary Court yesterday, before the Puisse Judge, Mr. Justice Wood, a case in which it is stated that the Kwong Fat Lung firm turned over their premises at 37, Main Street, Aberdeen, to another firm in consideration of payment of a certain sum for the effects, when the landlord objected to the assignment and sued for possession and declared that the defendants had wrongfully forced their way into the premises, was continued.

Mr. E. S. C. Brooks appeared for the landlord, and Mr. D. McCallum represented the defendants.

The case was adjourned at the previous hearing in order that the plaintiff might be given an opportunity of looking up the law on the question of conduct constituting an assignment.

Yesterday Mr. Brooks said that if his Lordship found as a fact that the defendant offered the balance of the money under the contract, that this was refused, and that the defendant then went to the Police Station with the money, he had nothing more to say.

Mr. Justice Wood said that that was his view.

Mr. Brooks asked that if his Lordship gave judgment for the defendant he should make an order for the payment of the balance of the sum due under the contract.

Mr. Justice Wood said that he was not in a position to make the order and gave judgment for defendant with costs.

Mr. Brooks asked for a stay of execution for fourteen days in order that he might apply for re-hearing in order to call further evidence.

Mr. Justice Wood—Was the evidence available when the case was heard?

Mr. Brooks.—It was available; it was not foreseen that it would be necessary. His Lordship declined to grant a stay of execution.

STONEMASON SUSPECTS.

BELIEVED TO BE MEMBERS OF A TRIAD SOCIETY.

The police have in custody two stonemasons who are alleged to be members of a Triad Society. They are being held while the Criminal Investigation Department go through certain papers and books seized in a trunk alleged to be in the joint possession of the men.

A first examination has shown that the papers relate to the existence of a secret society, and it is expected that further disclosures will be made when the examinations of the papers has been completed.

Yesterday when the two men implicated appeared before Mr. S. B. B. McElderry at the Central Magistracy, they were remanded for further enquiries to be made.

Sub-Detective Inspector R. Shannon, stated that the men were stonemasons, who until the 3rd had been employed as stonemasons on the new Fire Brigade Building in Des Vaux Road. On that morning they had been discharged, and were leaving on a ferry when they were stopped for a search to be made of a camphor-wood box they had with them. Underneath clothing were found some of the papers; and other documents alleged to be connected with a Triad Society.

They were found on a further search being made at the station. A translation of their contents would be submitted to the Court in due course.

MARINE COURT.

At the Marine Court yesterday, before Lieut.-Commander G. F. Holt, R.N., Leung Chi Leung Yuk Pui, Leung Tai Shing and Tang Yung, masters of passenger boats, and Chan Kam Mui, mistress of a passenger boat, were each fined \$20, with three weeks' hard labour in default, for going on board the s.s. *Empress of Asia* without the permission of the master or officer in charge.

Chan Yau and Fung Kin Chan, masters of trading junks, and Chan Chan Fung, master of a fishing junk, were each fined \$15, with the alternative of two weeks' hard labour, for failing to exhibit regulation lights while under way.

Chan Fu and Ho Tsui, masters of cargo boats, and Ng Hing Kwai and Lo Kam Shing, mistresses of cargo boats, were each fined \$5, with five days' hard labour in default, for moving their boats ashore at a distance of less than 100 yards from low water mark.

TYPHOON WARNING.

The American Consulate received at 7.30 p.m. last evening from Manila a warning that a typhoon is crossing over the Western Philippines in the form of a shallow depression. It may increase in intensity in the China Sea.

CANTON GUNBOATS NEAR MACAO.**INCREASED ACTIVITY OF THE STRIKE PICKETS.**

The strike pickets stationed at Chin Shan, near Macao, are becoming more active, as fresh instructions are said to have been received by them from General Chiang Kai Shek to prevent all boats and people of all classes from going to Macao. In the last few days several vessels coming down the river from Heung Shan were detained by them. A number of passengers were also arrested for ignoring their orders and were sent to Canton, where, it is reported, they are being seriously ill-treated. To see that his instructions are actually carried out General Chiang has despatched three river gunboats, the *Kong Kung*, *Kwong On* and *Ping Yam*, to Ma Kok, a point in Chinese water where all boats coming to Macao from the interior must pass. These gunboats were specially ordered to stop all boats and passengers from reaching Macao.

NEWS FROM CANTON.**EXODUS OF THE LADIES.**

On October 2nd, members of the families of the military officers formerly serving in the Yunnanese corps commanded by Fan Shih Shang were advised to leave Canton. In the last few days many ladies belonging to official families in Canton have left the city without any advice whatever.

LANTERN PARADE.

Labour and student organizations in Canton held a lantern parade during the "full-moon" festival, October 2nd. Some 200 unions and guilds, represented by nearly 30,000 men and boys, participated.

COMPLAINT REGARDING TAXES.

Inhabitants of Chihing and the surrounding districts have complained to the Canton public that the Hunanese and the Yunnanese mercenaries there are imposing heavy transit taxes on the paper products, which form their principal trade.

PRESS CENSORSHIP.

Press censorship in Canton, which was relaxed for a while, has again been renewed, the censors this time being appointed by the Chief of Staff of the Red Army, instead of by the police.

UNEMPLOYED.

Many workers failing to find employment in Canton have gone to Fatsan, and the number of unemployed there now are more than 10,000. Residents of Fatsan are becoming alarmed at the situation.

RUSSIANS.

It is said that no steamer has arrived at Canton from the north during the last few weeks without a dozen or more Russians on board.

SWATOW.

Reports from Swatow state that the first Fukien reinforcement for the anti-Red Army of Chan Kwing Ming, consisting of a brigade, has arrived at Ta-po and that military agents from Chekiang are now at Swatow to offer co-operation on behalf of the militarists in Chekiang.

Two Chinese gunboats, *Hai-chiu* and *Yang-chi*, sent from the Chinese naval station at Foochow, are reported to have arrived at Swatow on October 6th.

FIGHTING AT TAM SHUI.**HEAVY CASUALTIES REPORTED ON BOTH SIDES.**

On reaching Lung Kong General Chiang Kai Shek at once sent a detachment of his troops to attack Tam Shui, a nearby town, where about 5,000 anti-Red soldiers under General Chan Kwing Ming are stationed.

Severe fighting broke out in and around this town in the forenoon of the 3rd instant resulting in heavy casualties to both sides. It is reported that many wounded soldiers of General Chiang's army have been removed to the military hospital at Sheklung and not a few of his wounded officers have arrived at Tung Shan for medical treatment in the Kung Yee Hospital.

There is no commandeering of coolies, the report states, but the Strike Committee has been requested by General Chiang to recruit as many strikers as they possibly can to join the Labour Corps so as to facilitate the transportation of war materials and munitions to the front.

THE SWATOW STRIKE.**THE TERMS AGREED UPON.****[FROM OUR OWN CORRESPONDENT.]**

Swatow, October 6th.
The Chinese newspapers this morning announce that the strike against the Japanese has been settled by Mr. Wong Keong, the Commissioner of Foreign Affairs, and that among those present at the Conference, when the settlement was reached, were the Japanese Consul in Swatow, the Superintendent of Police and the Chairman of the Swatow Chamber of Commerce.

The terms which are said to have been agreed upon are published. I cannot say whether they are official, and simply give them as they appear in the Chinese Press. I imagine, however, that they are fairly authentic. They include the following:

1. The Japanese Government will be represented at the Conference to be held in Peking this Autumn.
2. After the strikers have resumed work, the same pay and bonuses will be given them as before. If a Japanese employer has left the port, those Japanese employers remaining here will do what they can to assist the absent employer's Chinese servants to secure work.
3. There shall be no ill-feeling between employers and employees.
4. In future the servants will not be allowed to go on strike. No employer shall dismiss an employee without reason. Matters must be arranged satisfactorily.
5. After this agreement has been signed all strikers shall resume work at once. The strike and boycott and all other troubles are to be ended immediately.
6. In order to show their leniency to the employees in their present distressed circumstances, the employers will grant one month's pay to the employees.

According to the original demands, the strikers stood out for full pay during the whole period of the strike. The wording of clause six is, presumably, an attempt to avoid admitting the principle of pay for no work. The employers, out of generosity, have now agreed to compensate employees to some extent for the hardships they have suffered during the strike. It is a piece of casuistry.

As far as we British are concerned, there is no fresh news. Steamers of any and all nationalities come and go, but only a few work cargo. A few domestic servants have been picked up here and there but no office or godown people have returned yet.

S.S. "KWOK NING" PIRATED.**ONE MAN KILLED AND SEVERAL WOUNDED.****LOSSES ESTIMATED AT \$100,000.**

It will be recalled that the s.s. *Kwok Ning* of the Sai Hing Steamship Co., of Hongkong, was, before the strike, on the Hongkong and Wuchow run. After the strike had started she was commissioned for the Canton and Wuchow services. At about 8 a.m. on the 3rd instant she left Canton for Wuchow with a full load of cargo and about 30 passengers, among them being one American and two guards sent by the Strike Commission.

At about 5 o'clock in the afternoon, just as she was heading for Ngan Shun Kong near Sai Ma Ning, the famous pirate haunt, a small launch painted black and flying the Revolutionary Ensign was sighted. When the launch steamed nearer a few men dressed in uniform, similar to that worn by the strike pickets, signalled her to come alongside to be searched. The crew of the ill-fated steamer replied that they failed to see why the boat should be stopped and searched in the middle of the voyage. Thereupon the pirates shouted to them saying that even the s.s. *Leung Kwong*, also on the Canton and Wuchow run, had had to obey their orders and that the *Kwok Ning* must likewise be searched. No sooner had these words been uttered than there was a volley of rifle shots.

The captain thinking he was dealing with strike pickets stopped the engines and immediately a pirate chief with about 30 men, all armed to the teeth, came on board and demanded the captain and the comrade staff, at the point of their revolvers, to open all gates leading to the upper decks. They then ransacked every corner of the vessel and fired deliberately in all directions.

A pilot, previously transferred from a sister ship the *Pik Lee*, was instantly killed and a Portuguese and several members of the crew were seriously wounded. The small armory on board comprising two automatic pistols, two Winchester rifles, several revolvers and a fair amount of ammunition was taken away. A safe in the comrade's office was also opened and more than \$2,000 in cash seized. The pirates then ordered the boat to proceed to a place where another launch was lying in waiting and the passengers and cargo were transferred to this latter launch. The passengers, however, were later released and allowed to go back to the steamer.

The s.s. *Kwok Ning* arrived at Canton at about 10.30 a.m. on the 4th inst., with her terror-stricken passengers on board and a report has since been made to the Canton Authorities. The pirate launches were well-armed. It is said that the loss is estimated at about \$100,000.

BOARD OF EDUCATION.**PROPOSED REDUCTIONS IN THE STAFF.**

A meeting of the Board of Education took place yesterday afternoon, under the Chairmanship of Mr. G. N. Orme. Those present were: Dr. Pearce, Dr. Hickling, Father Valtorta, Capt. Watts, and Messrs. E. Ralphs, B. Wyllie, E. F. Aucott, J. M. Alves, S. W. Tso, Wan Man Kai, Forster, A. el Arculli, and A. R. Sutherland (Secretary).

The Chairman referred to the revised estimates, and said they had already been before the sub-committee, and he would like to make a few remarks on the proposed reductions which had come to them from the sub-committee. Members would fully appreciate the need at the present time for such economies as would be made in the Educational Department as well as in others. Such a time as the present was opportune, for they had to consider the present reduction in the number of Chinese scholars attending school. Apart from this it was unquestionable that at present and in the near future, unless matters improved, drastic economies must be observed. They had to hear some burden, otherwise the result would be that the trade of the Colony would be stopped and then all the schools would have to close. In the close of British masters it was largely a paper reduction and merely means retrenchment. They were to dispose of six temporary mistresses who came in and assisted them during the shortage. They did so with great regret, and hoped that in the future, should occasion arise, they would be able to find such valuable helpers as they had had. For the time being these reductions were necessary, and he might say that the estimates and recommendations of the Board had been before H.E. the Governor, who suggested a reduction in the number of assistant mistresses. They would do so with great reluctance, and the Board would remember that if matters improved they could restore these. They must be pessimistic as far as the present circumstances went, because finance would not allow them to be otherwise. It was suggested that further reductions would be necessary in the immediate future. In addition to the giving of notice, the temporary mistresses' staff had been further depleted by resignations, and notices had been given to several masters and mistresses on probation. They had limited these as much as possible. Though he was not a member of the staff, the Chairman said he would like to refer here to Mr. Tanner, who had just completed 25 years service in the Colony. He was retiring at the end of the month, and he would like to wish him good health and happiness in his well earned retirement. (Applause.)

The other reductions of staff were mostly minor. Members would see that the vote for prizes was eliminated which might be disappointing to the more energetic students, but it was now proposed that they grant certificates to successful scholars. He hoped that the economies made would not result in any setback in the progress of education in the Colony. They wanted to infuse a good spirit into local education and make it an example for their turbulent and disorderly neighbours in Canton. Anxiety was felt in certain places in the Colony as to the spectre of Bolshevism which was a threatening menace to the peace of the world and might have a serious effect on the state of education in this Colony. He did not know how far this anxiety existed, but it did exist, and they must not regard this matter too lightly.

BRITISH CHILDREN TO SUFFER?

Mr. Wyllie said that as far as the education of European children in the Colony was concerned he trusted that these reductions would not hinder their education. This trouble was not caused by them and the children did not go on strike; and he hoped the Government would see to it that British children did not suffer.

HEADMASTERS CONFERENCE.

The Chairman then referred to the letter received from the Committee of the Diocesan Boys' School asking for advice on the question of holding a conference of headmasters, which matter was discussed at the last meeting of the Board.

Mr. Aucott said he thought that the committee of the Diocesan Boys' School were anxious to know whether this meeting could be held on the lines they had definitely and clearly laid down in their letter.

Mr. Wyllie pointed out to the Chairman that the letter was not present at the last meeting of the Board, but he might have read what he (Mr. Wyllie) said on the matter then. He did not think that it was possible for the Board to agree to the lines on which the conference was to take place, as was set out in the letter. One thing was that the Board was not invited, nor apparently expected to meet any particular body of headmasters in conference. Mr. Ralphs had said previously that there was machinery, that there was organization whereby headmasters could meet. By this he referred to the conference at the University, where they discussed once a year such matters as matriculation and other examinations. Surely that could be expanded into a conference. This request was not "May we have a conference?" but was a conference on definite lines. No mention was made of subjects whereby teachers could discuss methods of education. He suspected that what they would do would be to criticize the Board of Education. That he thought was the crux of the whole matter. If teachers wished to gather together and discuss educational subjects and express their admiration of one another, there was nothing to prevent it. He recollected that two years ago in the 55th annual report of the Diocesan Boys' School, the headmasters levelled criticism at what he termed "The ludicrous meetings of the Board." He now congratulated the Committee of the School on its change of heart. Judging from what was written in the annual report, it seemed to him that what the writer of the article wanted was not a conference, but an audience. He would move that the letter from the School be laid on the table.

Mr. Forster said he did not agree with Mr. Wyllie. He thought the memory of the past that Mr. Wyllie had brought up should be forgotten. It sometimes happened that Government Inspectors and their methods came in for criticism. He was surprised at Mr. Wyllie—an advocate of free speech—condemning the Committee's letter. It did not follow that if this suggestion did materialize that the head of any particular school would control the destinies of the conference. He thought that they ought to encourage this desire to pool knowledge. If this meeting did take place he thought much good would result from mutual discussion. It was a desire to take a deeper interest in educational matters, and it ought to be encouraged. The matriculation meeting referred to did not fulfil the requirements that a conference would. A conference such as was wanted was a much bigger affair, and he did not see why the Board should discourage the exchange of views.

CHAIRMAN'S VIEWS.

The Chairman said the matter did not really come within the scope of the Board, and he did not see why they should make any recommendations at all.

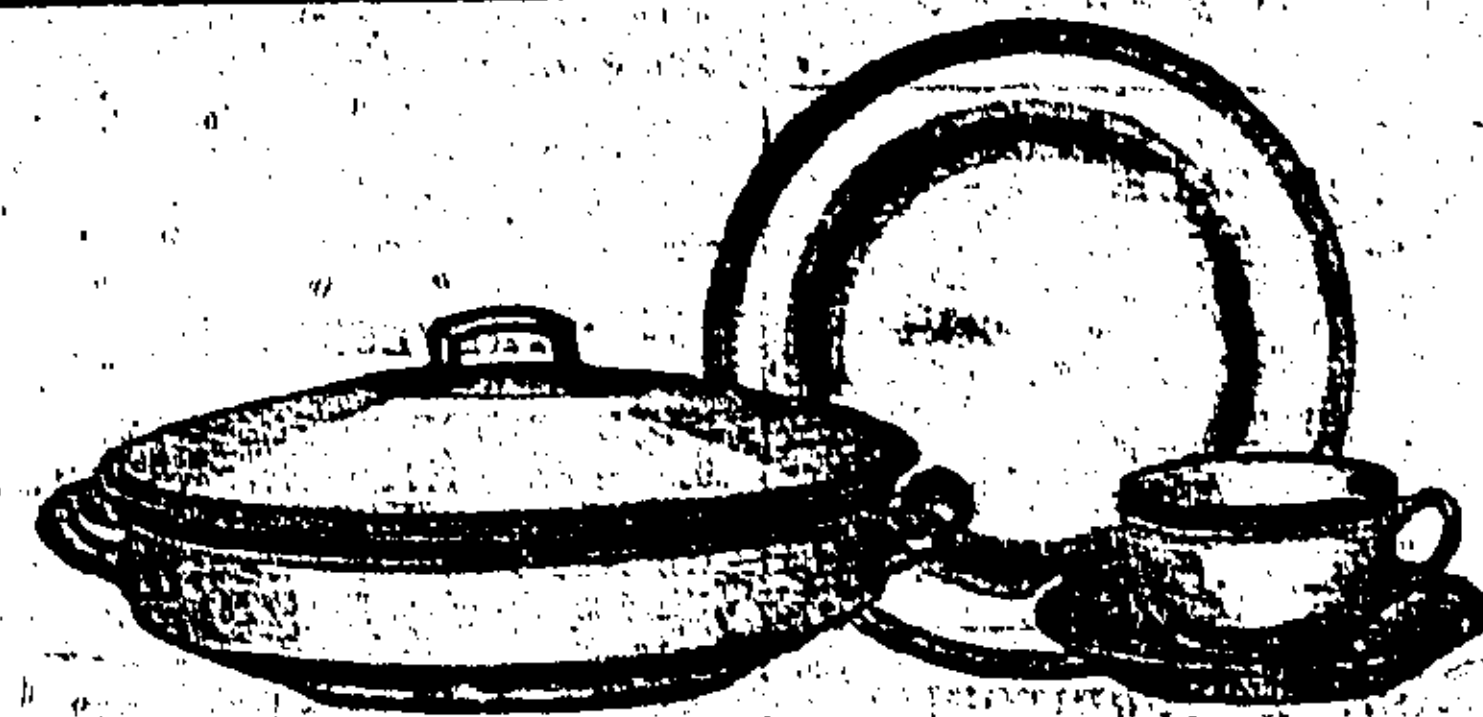
Mr. Tso seconded Mr. Wyllie's proposal. If any suggestions were made by headmasters the Board would certainly help them. He was certainly in favour of a teachers' conference, but could not agree with a headmasters' conference.

MR. AUCOTT'S VIEWS.

Mr. Aucott said that they apparently overlooked one point. This was simply a letter from one particular school—members of the Board should eliminate the question of personalities. Mr. Wyllie had brought in a personality in the headmaster of this school. This letter is from the Committee of the School, and a reply should be sent to the Committee, and no one else. There were others to be considered apart from the headmaster of the Diocesan Boys' School, and he thought it would be advisable to take the opinion of other masters before going further. If the consensus of the meeting was that there was anything to stop them from holding this conference, very good, but send a reply to the Committee of the School and tell them so. He was in a difficult position, for he was one of the members of the Diocesan Boys' School Committee, and he could say that the letter was forwarded to the Board in good faith. All the Committee wanted to know was what were the views of the Board of Education? He would propose an amendment to Mr. Wyllie's motion to the effect that there is no objection to the holding of such conferences, but that no Government official must be present. In their reply, they could say that the Board had no objection to headmasters or teachers arranging and holding meetings to discuss educational matters amongst themselves. It would be clearly understood that no Government official be present, and the Board would define the subjects to be discussed.

Mr. Forster seconded. Mr. Wyllie intimated that he was in agreement with Mr. Aucott now that he had explained his views.

Mr. Aucott's amendment was put to the meeting, and carried.

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PLATES, FLAT		TEA CUPS & SAUCERS	\$12.00 doz.
(5 Sizes) from \$5.00 to 9.50 doz.		COFFEE CUPS & SAUCERS	\$9.00 doz.
DISHERS, OVAL		SUGAR BOWLS	60 cts. each
(5 Sizes) from \$1 to 3.50 each		JUGS (4 Sizes) from \$1.75 to \$2.50 each	
VEGETABLE DISHERS \$6.00 & \$8.00 each		BUTTER DISHERS	\$2.50 each
SAUCE TUREENS	\$7.00 each	COFFEE POTS	\$3.00 each
SAUCE BOATS	\$2.25 each	EGG CUPS	\$4.25 doz.
FRUIT COMFORTS \$4.50 & \$5.00 each		SLOP BOWLS	75 cts. each
FRUIT PLATES	\$4.20 doz.	BREAD & BUTTER PLATES	\$1.75 each
TEA POTS	\$2.50 to \$4.00 each.		

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9' x 12', 10'6" x 13'6", 12' x 15', 13'6" x 16'6", 15' x 21' From \$31.00
RUGS FOR CORRIDOR & HALL, WASHABLE RUGS,
NURSERY RUGS, AXMINSTER, WILTON, BRUSSELS.
From \$5.00 Per Yard.
MEASUREMENTS AND ESTIMATES FREE.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 12th OCT., 1925.
Hongkong, 7th October, 1925. [2730]

FOR SALE.

EUROPEAN HOUSE, 19, Macdonnell Road. Area: 22,400 sq. ft., with Tennis Court.
Apply—
P. O. Box 648,
(Phone C. 976). [2727]

HONGKONG & TERRITORIAL ESTATES, LIMITED.

NOTICE OF CALL.

Issue of 100,000 SHARES of the NOMINAL VALUE of \$10 EACH. (\$5 PAID UP.)

NOTICE IS HEREBY GIVEN that the Final Call of \$5 per share on each of the above 100,000 shares is made by the Company and that such Call will be payable to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, on or before the 15th OCTOBER, 1925.
SHEWAN, TOMES & CO.,
General Managers. [2729]

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £20,000 will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, until 11 o'clock A.M., on the 8th OCT., 1925.

The Tenders to state the Total Amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.
The Tenders to be in duplicate and in sealed covers addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICER, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 52 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."
"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."
R. A. DOBBIN, Lt.-Col.,
Treasury Chest Officer, R.A.P.C.
His Majesty's Treasury Office,
Hongkong, 7th October, 1925. [2731]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SOUDAN"

Captain G. G. RANDALL, carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 14th OCTOBER, 1925, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Passes will be received at this Office until 5 P.M. the Day before Sailing. The contents and value of all packages must be declared.
For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 8th October, 1925. [2728]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA"

FROM TRIESTE, VENICE, BRINDISI, MASSOWAH, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before the 7th instant.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 10 A.M., by our surveyors Messrs. GODDARD & DOUGLAS.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LTD.,
Agents.
Hongkong 7th October, 1925. [2733]

NEW ADVERTISEMENTS

HONGKONG TRAMWAYS, LIMITED.

HAPPY VALLEY SERVICE.

ON and From SATURDAY, OCT. 10th, THE HAPPY VALLEY CARS WILL ENTER the VALLEY via BOWLINGTON ROAD. They will Leave the VALLEY via THE LOK LAM & Canal.

L. C. F. BELLAMY,
General Manager. [2734]

"TREVESA" TROPHY.

THE FOURTH BIENNIAL RACE FOR SHIPS LIFEBOATS will be SAILED on WEDNESDAY, OCTOBER 22nd Next, Starting at 4 P.M.
Each Ship may Enter Not More Than Two Boats.

Courses—Start from CHANNEL ROCKS, KOWLOON ROCK (P), MARK BOAT OFF YACHT CLUB (S), CREEK ROCK GAS BOAT (P). Finish at YACHT CLUB Across Line West to East.
Competing Boats should be in Position at the Starting Line by 3.30 P.M.
Ships proposing to Enter Boats are Requested to Notify the HON. SECRETARY, Royal Hongkong Yacht Club Not Later Than 27th INSTANT. [2735]

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the Date of the "LAST EXTRA RACE MEETING" of the Season advertised for the 5th DAY OF DECEMBER, 1925, will be held on 28th NOVEMBER, Next instead.

H. GREENWOOD,
Acting Secretary. [2736]

NOTICE.

AS From the 25th AUGUST, 1925, Mr. JOHN ROBERTSON CEASED to be a PARTNER in our Firm.
W. A. HANNIBAL & CO.,
Hongkong & Canton. [2715]

NOTICE.

I, The Undersigned Have THIS DAY ESTABLISHED MYSELF AS A STOCK, SEABED AND GENERAL BROKER under the Firm Name of R. T. MATTHESON & Co.
Temporary Address: c/o HONGKONG CLUB.
R. T. MATTHESON.
Hongkong, 1st October, 1925. [2705]

HONGKONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 10th OCT., and MONDAY, 12th OCT., 1925.
The First Race will be Run at 2.45 P.M., each day.

The Charge for Admission to the Public Enclosure will be \$1.
Soldiers and Sailors in uniform, Half Price.
Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.
Each Member has the right of introducing 2 Non-Members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LITTON & DAVIS at \$5.00 each day up to FRIDAY, OCTOBER 9th, 1925.
The Stewards invite the Ladies of Hongkong to be present. [2720]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING LOTS, ESTATES, Negotiated for RENT, AUCTION, or PRIVATE SALE. Management arranged for Clients proceeding abroad. Telephone C. 4630, SMALL INVESTORS, 10, DES VORRES ROAD. [2534]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FARROW BUILDING" or "VICTORIA BUILDING", No. 5, QUEEN'S ROAD CENTRAL (between CHARLIERE BANK and MERRILL BANK).
Apply to—
BANQUE DE L'INDOCHINE,
Chater Road. [2607]

TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 16A, DES VORRES ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & Co., Ltd. [2602]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR.
Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

PREPAID "WANTED" ADVERTISEMENTS

TO LET.—Portion of Third Floor of STRAITS BUILDING. Suitable for Two Large Offices or Several Smaller Ones. Well Lighted. Apply—DEACONS, Prince's Building. [125]

INTIMATION

WATSON'S Celebrated DRY GINGER ALE.

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whisky.
IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press

HONG KONG, OCTOBER 8th, 1925.

SEIZURE OF NORWEGIAN SHIPS AT SWATOW.

It is as yet too early to say definitely whether General CHAN KWING MING authorised the seizure of the two Norwegian vessels bound for Canton at Swatow. If he did not, it may be presumed that he will quickly repudiate the unauthorised action of his subordinates, committed during his absence, the Peking Government will formally regret the occurrence to the Norwegian Minister, and the ships will be released. If, however, the seizure took place in consequence of definite orders issued by CHAN KWING MING, and the action is not repudiated, some interesting international questions will arise. If CHAN KWING MING and the Bolsheviks at Canton were two independent states at war with one another and the General was effectively blockading Canton, the legality of the seizure could not be contested for a moment. The anti-Red General and the Bolsheviks at Canton, however, are not two independent states—at the most they are two rival factions in a single state, contesting for supremacy—and although hostile acts have been committed on both sides, it is exceedingly doubtful whether they are technically "at war."

Assuming that the seizure was intended to be a reprisal, or a measure of constraint short of war, it is definitely illegal—even if it had been committed by an independent state; for such measures of constraint are only permitted in so far as they do not materially injure the rights of third parties. Thus, in an embargo, or a "pacific blockade," only the ships of the offending party may be seized and sequestered. On the other hand, if General CHAN KWING MING wishes this act to be construed as an act of war against Canton, it would seem that he ought first to have given definite notice to the vessels at Swatow, forbidding them to proceed. This would be a normal incident of a blockade which, after the experiences of the recent war, is permitted by international law to be maintained (as the Allied blockade of Germany was) from a considerable distance, providing that it is effective. But here again, General CHAN KWING MING would fail to establish his case; for it can scarcely be said that his blockade of a port over sixty miles up a river is effective, when a regular service is being maintained between that port and Hongkong. Alternatively, he could have detained the ships, even if there were no blockade, if they had been carrying contraband—but it would seem that they were carrying nothing likely to be of direct military value to the Bolsheviks.

All these privileges of belligerency would only have been open to General CHAN KWING MING assuming that the war in progress was regarded by outside powers as a genuine civil war. For this, two definite sides would be necessary, and the object of their struggle would be the suppression of one side, and the establishment of a single unified Government. Under these circumstances, the Canton Government would occupy fairly completely the position of a revolting section of the community, similar, for example, to the Southern States in the American Civil War, and since General CHAN KWING MING's enterprise has been approved by the Peking Government, belligerent rights can be undoubtedly assigned to him. A possible further complication might be introduced into the situation, however, by remembering that Norway has adhered to the Washington treaties, and that the General's action thus constitutes an infringement of the principle of "Equality of Opportunity" for trade in China, which was there established; but these treaties have been completely violated by the Canton Government during the summer, and only the chief loser, Great Britain, has protested. They need not be regarded seriously, therefore, in connexion with this incident.

All things considered, it would seem that unless General CHAN KWING MING is prepared to blockade Canton (a step which he is presumably unable to take at the present time), his proper course would be to disavow the action of his subordinates, and to allow the Norwegian ships to proceed.

According to Reuter, Mr. Henry Morris has arranged to send Manna to Mr. Howard's stud at Orton.

The last extra meeting of the Hongkong Jockey Club has been altered to take place on November 29th, instead of December 5th, as previously announced.

To celebrate the 14th Anniversary of the Chinese Republic, a concert, under the auspices of the Tutorial Institute of Hongkong, is to be given in the Queen's Theatre on Sunday morning, commencing at 11.30.

The s.s. *Faithful*, which was placed on the Hongkong-Canton run on Tuesday, returned from her first trip yesterday afternoon. The steamer brought sixty passengers. The *Honan* left for Canton yesterday morning, taking up 300 passengers all told.

THE BUDGET.

DRASTIC CURTAILMENT OF EXPENDITURE. ESTIMATES FOR 1926 MORE THAN SIX MILLIONS BELOW THOSE OF 1925.

H.E. the Governor will make his eagerly anticipated speech on the estimates for 1926 at the meeting of the Legislative Council this afternoon.

The Colonial Secretary will move the first reading of a Bill intitled an Ordinance to apply a sum not exceeding \$18,767,777 to the Public Service of the year 1925.

Then His Excellency will deal with the estimates in detail, after which it is customary to adjourn the Council for a fortnight. At the following meeting, on October 22nd, the Finance Bill will be read a second time and the Government's policy will be open to the comment and criticism of the Unofficial Members. When such comment and criticism has been made and considered the Bill will be read a third time and passed.

For 1925, the estimated expenditure was \$23,278,133. For 1926 it is, as stated \$18,767,777. The following table which gives the estimates since 1916, shows how the expenditure of the Colony has grown.

1916	\$9,081,209
1917	"8,403,105
1918	"8,368,910
1919	"10,609,345
1920	"11,173,928
1921	"14,084,662
1922	"16,450,131
1923	"17,869,016
1924	"19,807,302
1925	"25,767,133
1926	"18,767,777

The above sums do not include any amount for the Imperial military contribution.

CANTON STRIKERS' TERMS. LOCAL GUILDS REFUSE TO CONSIDER THEM.

LABOUR UNION FORMED.

A joint meeting of the Hongkong Labour Guilds was held last evening, in which the Chinese Engineers' Guild, the Seamen's Guild, the Tung Tak Cargo Coolies' Guild, the Fruit and Vegetables Guild, the Fresh Fish Guild, the Labour Maintenance Association and other guilds were represented. The meeting was convened to raise strong opposition to the terms and conditions suggested by the Canton strikers. Especially in exception taken to Condition No. 14 which requires the dismissal of all workmen who have remained at their posts, and the reinstatement of the strikers.

One of the audience said that he believed that the terms and conditions handed to the delegation which visited Canton were formulated without the unanimous consent of the strikers; and were dictated by members of the Strike Committee. The terms and conditions, continued the speaker, were impossible and could never lead to a settlement. There are two classes of strikers, he said, one is the high class who dresses and lives in princely style; whilst the other class are poorly clad and poorly fed. It is a pity that the latter have walked into the trap of their leaders. They have been long in return to Hongkong but are prevented from doing so.

The speaker felt certain that the present terms would never be considered by the Hongkong Guilds. After a deal of discussion, it was decided to form a Labour Union.

The feeling of the meeting was that Hongkong workmen must have a hand in drafting any terms towards a settlement with Hongkong. In consequence, no progress is possible until Canton agrees to this suggestion.

EUROPEAN'S PLUCKY ACT. THRILLING MOMENTS ON "STAR" FERRY.

The passengers on the s.s. "Star" ferry from Hongkong to Kowloon last night had a thrilling experience, when about half way across the harbour a Chinese passenger jumped overboard. The ferry was immediately stopped, and to add to the excitement a European passenger on the ferry, crossing from Kowloon, dived overboard in an attempt to save the unfortunate man. He was unsuccessful, however, and although police launches assisted with their search, no trace of this man was discovered.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI COMMISSION.

JUDICIAL ENQUIRY OPENED AT TOWN HALL.

CHINESE PRESS INTEREST.

SHANGHAI, October 7th.

The Judicial Enquiry into the incidents of May 30th opened at the Town Hall this morning.

The American Judge, Mr. Justice Finley Johnson, who presided, emphasised that proceedings would approximate an ordinary trial as far as possible, but not in all respects; for, according to the Commission's understanding, there was no prosecutor and no defendant.

The Commission's duty was to collect relevant evidence, prepare a report of the facts and base their conclusions thereon.

The procedure having been decided, the Commission adjourned until Tuesday next, when the Municipal Council will present a statement of the whole case and call witnesses. After this independent-witnesses will be heard.

The Chinese ignored the proceedings, but Chinese pressmen attended. A strong police guard was drawn around the hall.

DR. W. W. YEN.

IS APPOINTED AS MINISTER TO COURT OF ST. JAMES.

PEKING, October 7th.

A mandate, appointing Dr. W. W. Yen Minister to London, with the courtesy title of Ambassador, is being issued tonight or to-morrow.

EXTRA-TERRITORIALITY PARLEY.

BELGIAN MEMBERS APPOINTED.

BRUSSELS, October 6th.

M. de Ruelle, the Director of Judicial Affairs at the Foreign Ministry, will represent Belgium, and M. van Cutsem, the Consul-General of Tientsin, will act as an additional Belgian representative on the Extra-territoriality Commission in China.

"LITTLE" HSU.

GOING TO AMERICA.

PARIS, October 6th.

"Little" Hsu and the members of the Chinese Mission are proceeding to America on October 7th for a short stay. From there they will go to Japan and then return to China.

TARIFF CONFERENCE.

MR. BROOKE SMITH TO BE A TECHNICAL ADVISER.

LONDON, October 6th.

It is understood that Mr. A. Brooke Smith (of Messrs. Jardine, Matheson, Shanghai), has been appointed an additional technical adviser to the British Delegation to the Chinese Tariff Conference.

NATHAN ROAD BUS MISHAP.

EUROPEAN LADY INJURED.

Police reports yesterday mentioned an accident which befell a European lady while alighting from a bus opposite the Dairy Farm Company's premises at Nathan Road, Kowloon, on Tuesday.

It appears that the bus was proceeding from Shamshipo to the "Star" ferry when the lady asked the conductor to stop the vehicle. The whistle was blown, but before the bus could come to a standstill the lady attempted to alight. In doing so she was thrown on to the roadway and sustained injuries to her face. She was assisted by the conductor to the Kowloon Dispensary, where she received treatment.

The name and address of the lady was not disclosed to the conductor.

CABLES.

[THROUGH REUTER'S AGENCY.]

LOCARNO CONFERENCE.

STRESEMANN DISPOSES OF POISON RUMOUR.

Locarno, October 6th.
A crop of rumours has been spread during the past twenty-four hours, beginning with a story of a plot by German Nationalists to assassinate Herr Luther and Stresemann because they were willing to renounce any further claims to Alsace-Lorraine, and ending with a report that the minor indisposition of Herr Stresemann is really due to his being poisoned.

The latter story was effectively disposed of by Herr Stresemann's appearance at the conference to-day.

WESTERN AND EASTERN PACTS.

Locarno, October 6th.
A singularly good and sympathetic feeling was apparent during the two hours' session of the conference to-day, but no critical questions have yet been reached, such as the arrangement under which Germany will enter the League of Nations, and the conclusion of the Western and Eastern Security Pacts.

It is believed that the jurists reached a conclusion as regards the Western Pact, but that a serious difference of opinion still exists between the French, Polish, and German standpoints as regards the Eastern.

LATEST CABLES.

FAIR PROGRESS MADE.

Locarno, October 7th.
A substantial part of the Western Security Pact has been completed. It is expected jurists will add the finishing touches to-day. But the glass is not set so fair with regard to other subjects to be considered and it must not be forgotten that all questions are interdependent.

VIEWS OF FRENCH PRESS.

Paris, October 7th.
Newspaper despatches from Locarno show a tug of war with the German representatives, particularly on the question of the Eastern Pact.

L'Echo de Paris says that the optimism with which the conference opened has been replaced by greater reserve, it being realised that the Germans will play an extremely keen game.

Poland and Czechoslovakia are apprehensive in the matter, but France will not desert them.

L'Ere Nouvelle says that the shadow of Russia dominates Locarno. The question is whether Germany is looking West or East. "According as this question is answered affirmatively or negatively so will the Locarno pourparlers signify the commencement of the reconstruction of Europe or the inauguration of a dubious situation, heavy with peril for the Allies."

Le Journal's correspondent says that French circles in Locarno declare that it will be inadmissible for the proposed Pact to suppress or to weaken existing treaties. Should Germany try to go back on the engagements into which she has entered, in the course of negotiations before the Conference the responsibility for a check will rest entirely with her.

FLOW OF GOLD.

SECURITIES LITTLE AFFECTED BY PAYMENTS TO U.S.A.

London, October 7th.
The recent large gold withdrawals from the Bank of England are believed to be for America, owing to the usual autumnal payments. The exchange adjustment had been without much effect on gilt-edged securities in view of the fact that large arrivals are expected shortly from Africa, which are held up by the shipping strike.

Yesterday the withdrawal reduced the net inflow since the restoration of the gold standard in April to £2,163,000 compared to £8,651,000 earlier.

BOOM IN RUBBER.

HEAVY BUYING ON LONDON MARKET.

London, October 7th.
On the Stock Exchange, despite slight reaction in commodity prices, the excitement in rubber shares continues. Buying this morning is said to have come from all quarters and prices are soaring.

EARLIER CABLES.

CAMPAIGN IN MOROCCO.

FRANCO-SPANISH CONTACT IS ESTABLISHED AT SYAH.

Fez, October 6th.
Contact has been established between the French and the Spanish troops at Syah. The news has profoundly impressed the whole country.

FRENCH STILL ADVANCING.

Fez, October 6th.
The French advanced from Bab Karoun to Djeb el Berkane, thirteen miles north of Kiffane.

The rain is delaying operations, but the French have reached Jeb el Nador and Jeb el Braret with cavalry co-operation.

ABD EL KRIM'S METHODS.

Paris, October 6th.
A message from Tangier states that Abd el Krim had the Foreign Minister Si Mohamed Zerkane whom he accused of betraying the Rifian cause fired from the mouth of a cannon. Several prominent tribal leaders were also executed.

LATEST CABLES.

RAIN INTERVENES.

Madrid, October 7th.
Heavy rains prevented the continuance of the combined French and Spanish cavalry operations in the Melilla sector to-day. Activities in the past 24 hours have been mainly confined to air-raids.

EARLIER CABLES.

SOVIET FINANCE.

STATE BANK PROJECTS LARGE CREDITS.

Moscow, October 6th.
M. Sokolnikov, the Commissary of Finance, has announced that the State Bank has concluded an agreement with a group of the largest German banks whereby the latter will grant the State Bank a credit of 75,000,000 German marks, which, combined with a trade credit, will enable the purchase in Germany of goods on credit valued at 100,000,000 gold marks. A term of several months is suggested for the credit. M. Sokolnikov states that this credit is the first of a series of large credit agreements projected by the State Bank.

SHIPPING STRIKE.

TROUBLE OVER "ORVIETO'S" COAL.

Sydney, October 6th.
The crew of a collier refused to leave the wharf to coal the Orient liner *Orvieto* which arrived here from Melbourne on October 5th. The wharf labourers also refused to handle the *Orvieto's* coal. The exporters' proposal to pay the striking seamen an extra pound monthly for the homeward journey in view of the disastrous delay in exports was without result, owing, it is believed, to the opposition of the shipowners.

WHERE IS CHICHERIN?

REPORTED TO BE IN TWO PLACES AT ONCE.

Berlin, October 6th.
M. Chicherin is still here. He visited President Hindenburg, this being his first time inside the Presidential residence.

Rome, October 6th.
M. Chicherin, who was supposed to be on the way to a health cure in Germany, is reported to have arrived at Meran, in the Trentino.

ANTI-MALARIA CONGRESS.

TO MEET AGAIN IN ALGIERS IN FIVE YEARS' TIME.

Rome, October 6th.
The Anti-Malaria Congress closed after unanimously approving the acceptance of the invitation by France to hold the next Congress at Algiers in 1928, the occasion of the centenary of the French occupation of Algeria and the fiftieth anniversary of the discovery of the parasite of malaria in Algeria.

"HERE'S LUCKSKII!"

SALE OF VODKA RESUMED IN MOSCOW.

Moscow, October 6th.
The free sale of vodka containing a maximum of 40 per cent. of alcohol, and brandy and liquors with a maximum of 60 per cent. of alcohol has begun. This measure has been taken in consequence of the improvident use of wheat and rye by the peasantry in making vodka, also the smuggling of liquors. On the first day of sale, queues lined up outside the shops here.

FOOTBALL AT HOME.

ANOTHER DRAW IN GLASGOW CUP.

London, October 6th.
In the Glasgow Cup semi-final replay, the Glasgow Rangers and Celtic played a drawn game of 1 goal apiece.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

COLUMBUS OUT OF DATE.

NORSEMEN SETTLED IN AMERICA BEFORE HIM.

HALIFAX, October 7th.
The steamer *Pearl*, the aeroplane carrier of the Macmillan Arctic expedition, has arrived here. Captain Macmillan, interviewed, said that he believed discoveries in Labrador would prove conclusively that Norsemen settled in America before the arrival of Columbus. He declared he had discovered one settlement about 1,500 years old.

EARLIER CABLES.

PRESIDENT COOLIDGE.

SAGE MAXIMS ON SECURING PEACE.

OMAHA, October 6th.
Addressing a convention of the American Legion, President Coolidge predicted that the world would prepare for another conflict unless racial animosities were demolished and an attitude of universal toleration created. He hoped that America would take the lead in this connection, and begin at home.

Peace and security were more likely to result from fair and honourable dealings and mutual agreements as to the limit of armaments by nations than any attempt at competition in squadrons and battalions. Mr. Coolidge expressed the opinion that the military should be subordinated to and governed by civil authority, therefore any organisation of men in the military service bent on inflaming the public mind for the purpose of forcing the Government to action through the pressure of public opinion was an exceedingly dangerous undertaking and precedent. "America first" was a perfectly correct aspiration for Americans, to cherish, but the problem they had to solve was how to make America first. It could not be done by cultivating national bigotry, arrogance, and selfishness. Hatreds, jealousies, and suspicions would not produce any benefits in this direction.

MR. LLOYD GEORGE'S FEARS.

UNHAPPY ABOUT BRITAIN'S OUTLOOK.

Mr. Lloyd George, who for several weeks has been at Criccieth, spoke in the village institute at Llangystumdwy, the village where he spent his boyhood. He said he was there not as a statesman, good, bad, or indifferent, but as an old village lad. He had known that village off and on for over sixty years, and he was very devoted to it. He admired its beauty and loved its traditions.

"I am a believer in villages," proceeded Mr. Lloyd George. "I am a believer in the country. I do not know what is going to happen—who does? I do not like the outlook. What follows a great war are just broken waters after a great storm, and they have not calmed down. I feel exactly as I did when, with my wife and daughter, I crossed the whirl of Niagara about two years ago. On that wire rope you look down and you see just a sort of swirl of waters. Looking down like that on what is happening now I can see the same tense, concentrated, slow swirl, which is very terrifying."

"I should feel happier about Britain if there was not such a large proportion of her population concentrated in the dusty, feverish atmosphere of the great cities and industrial areas. I have been saying this for some years, and I am perfectly certain, speaking as a detached man, detached even in politics, that there is no more important question for the statesmen of Britain than the problem of getting a larger proportion of the people to dwell in the calm, secure atmosphere of the country."

Mr. Lloyd George said they had only to look at what a man did to save himself in order to see what the State ought to do. A man who had been working at high pressure in the town sought a week-end rest in the country. It soothed his nerves and tranquillised his whole temperament. He then went back to his work with firmer nerves and judgment. He would like to have the nation go a little more to the country, and it would be better for it.

It was wrong to sneer at the English week-end habit, and it ought to convey its message to statesmanship. The difference between the difficulties of statesmanship to-day and the difficulties of statesmanship after the Napoleonic wars were there, was still about half the nation, if not more, dwelling in the country. To-day four-fifths of the population dwell in the town. That was the measure of the greater difficulties of the problems to-day.

WOMAN SHOOT A BANDIT.

TO SAVE THE LIFE OF HER HUSBAND.

"An astonishing story of an encounter between a burglar, a bank manager, and his wife, in which the wife shot the burglar dead to save her husband's life, was disclosed at the inquest held on Matthew Kolidee, a bank bandit, at St. Catharines, Ontario, recently.

Mrs. W. R. Rodger, wife of the St. David's bank manager, was completely exonerated by the jury. "We find," from the evidence submitted," said the jury, "that Kolidee came to his death from a bullet wound inflicted from a shot fired by Mrs. Rodger in protecting the life of her husband. We also appreciate the heroism shown by Mrs. Rodger, and would recommend that recognition be shown her for her quick action in saving the life of her husband and the property of the bank."

DOG'S WARNING.

Mr. Rodger, in relating to the jury the account of his death struggle with Kolidee, said that the watch dog in the bank downstairs barked, and, going down, he found the cellar door open. He let the dog out, and he ran round sniffing, but returned.

He went back to bed, and about four o'clock in the morning his wife woke him with the remark, "Look who's here!" The cat, which had been locked outside the screen door, had jumped on the bed.

Rodger, with the remark, "This house must be haunted," said he started for the verandah, intending to put the cat out, and then go to secure his revolver and make further investigations. There was suddenly a commotion. "Hands up," and a shot whistled by him. Rodger made a grab for the man who had fired. He could not see him, but grabbed for the point where he saw the flash.

THE STRUGGLE.

He seized the man's arm, and they struggled for possession of the gun. They worked out on to the verandah, and Rodger thought he had the gun turned on the man so he could pull the trigger, but Kolidee wrenched free and began to belabour Rodger over the head with the butt.

Mrs. Rodger then fired, and Kolidee went over. Seizing the gun, Rodger held it over him and ordered him not to move. "Mrs. Rodger shot the man through the door," said Rodger. "I saw her through the screen as I struggled with the man, and I think she asked me if I was hurt."

Rodger said he did not think his wife had ever fired a gun before in her life.

SCHOOL TUCKSHOPS.

EVIL OR BLESSING?

Dr. Vaughan, headmaster of Rugby School, presided at a discussion at a meeting of the Educational Section of the British Association on diet in relation to health in schools.

Dr. G. E. Friend said it was not always generally recognised that the proper functioning and development of the mind depended at least as much on the ability of the cook and caterer as on the ability of the schoolmaster. Super as a regular meal he believed to be unnecessary and harmful. Tuckshops were probably necessary evils. It was possible that they possessed aesthetic and educational advantages, but they should always be under strict supervision, and should never be opened until after dinner.

Hampers, if allowed at all, should be limited in number and quality, and be subject to restrictive measures. Having dwelt upon the importance not only of quality in school food, but also in the efficiency and cleanliness of its service, Dr. Friend said that too little time was sometimes allowed for meals. Thirty minutes at least should be given to breakfast, and thirty or forty minutes to dinner. Lack of variety was also a fault that was too common. Nothing was so likely to destroy a boy's appetite as the certainty that every Friday there would be porridge for breakfast, stew for dinner, and plum jam for tea during every week of the term.

Mr. Douglas Berridge, house master at Malvern College, disagreed with Dr. Friend's attitude towards the tuckshop, which in his opinion was an almost unmitigated blessing, since it enabled the pupils to obtain the carbohydrates they needed in the form in which they were most quickly used. He loved to see the boys rush off to the tuckshop after a meal.

As to the art of feeding in almost every school, there were houses with a reputation for good feeding and others where the pupils complained that the grub was bad. Yet the physique of the boys showed no difference, and there was little if any difference in the butchers' bills. The fact that one house liked its food better than another was due entirely to the house master, or what was vastly more important, one housemaster's wife taking more trouble, and having more imagination than the other. An adult in a restaurant required good cooking, variety, clean linen, and good service. Had not the boys and girls the right to ask for them also. As to the cooking, the cook of one house sent up codfish without removing their eyes; the boys saw it, and were at once "off their food." Clean linen did increase laundry bills, but he sympathised with the old lady who once said she would far rather dine off bread and cheese on a well-appointed table than on a seven-course meal served on tables covered with American cloth.

FROM GRAIN TO MARGATE.

A PLEASANT TOUR THROUGH DICKENS' COUNTRY.

Last Thursday I said to Belinda, "The rain has ceased; a heat-wave is promised; we will oil and grease Elizabeth III., and take our road trip round Kent, from—Grain to Dungeness—three days. The first stage is through the Dickens country."

We left Gravesend looking away from the narrow streets to the wide Thames, with liners and tawny-sailed boats. Soon we turned north up a little hill to Chalk, which is one way to the Isle of Grain, now no longer an island.

At Chalk Dickens spent his honeymoon, and began "Pickwick." Over the door of the church is the "funny monk," at which he always paused to smile on his walks through the marshes. We climbed the church tower, touched the bell 80 years old, and saw on the tower-top the remnant of the brazier from which, in old days, they signalled from church tower to church tower. This is the country of "Great Expectations." Northward, over the marshes, is Cliffe, where lived Joe Gargery and his wife, Pip's sister, who brought Pip up "by hand." Miss Havisham's house was at Rochester.

We did not stay long at Cliffe, for a mile or so farther is Cooling, where, in the churchyard, Pip first met the convict. There are the "lezenge tombs," and there by this lonely, but now famous, God's acre I saw a child playing who might have been Pip.

In a half an hour or so, when we had journeyed eastward to Grain; at the mouth of the Medway, we saw the perfect modern fort—ugh!—terribly effective, entirely unpicturesque.

Grain is not yet called Grain-on-Sea, but if I was forced to spend a month in an unfrequented place, with a tent and a sailing-boat—Grain might tempt me. Just across the Medway—it looks upon a mile—is Sheerness, or Sheerness-on-Sea; but as Elizabeth III. does not swim, we had to run back, a lovely ride, with Medway views all the way, to Rochester, a famous city, a Dickens city, but a city that would take first prize for the noisiest trams. After a wakeful night we took the Old Dover Road, and turned north at Key-street, for the Isle of Sheppey (the Isle of Sheep), which is divided from the main land by the Swale.

The Swale is crossed at Kingsferry by a bridge—tall eighteenth-century. This pleasant, pastoral land—sheep, cattle, and market produce—does not prepare one for, ancient Queensborough—nothing happens here now, said a small boy—or menacing Sheerness with its crowds of workmen returning from dinner. My concern was not with the Royal Dockyard, but with Sheerness-on-Sea as a summer playground. It is a tiny South-east. The people provide their own amusements. I could look all day at the passing ships.

Inland there is history, in the churches of Minster, going back to a seventh-century Saxon minster; the highest point of the Isle of Sheppey—such views—and Eastchurch! All seems to change except the old churches. The history of England is written in their monuments.

To the far east is Leyland—unspoiled. If I could return in half a century I should probably find this glorious site town-planned into seaside villas on tree-bordered roads.

Airplanes swooped and darted over head. One of them could have carried us across the Swale to Whitstable in a few minutes; but Elizabeth III. resents airplanes.

"How about Harty Ferry?" I asked a resident. He laughed. "Harty Ferry is an old-fashioned ferry."

So we returned to the bridge at Kings Ferry and ran through Milton Regis to Sittingbourne, on the Old Dover Road; then on to Faversham and north west to Whitstable.

"I wish there was an R in the month," said Belinda. As an alternative we were photographed by a swartzy roadside artist with a push-cart exhibiting examples of his skill.

Ah, these old coast towns do not reveal their secrets in the month of August! The glamour of the holiday month—brown limbs and bright eyes—hides the ancient ways.

Herne Bay was even more summery (the heat wave had come), and the night was falling on light feet and laughter. I said to Belinda, "Let us push on to Reculver and seek a lodging there."

"Twin-towered battered Reculver! Here stood the Roman fortress of Regulium at the opening of the Wantsum River, then a wide inlet, now gone—a guard castle, like Greater Richborough, of the Saxon shore, a fortified base—the Isle of Thanet. The church was built on the Roman site about 870, and when it was wickedly destroyed in 1899 the towers were preserved, by order, as a landmark for mariners."

We found no beds at windy Reculver. It was August; it was full; it was noisy, for the charabancs had not yet gone home. We decided to push on to Margate. We went through the dark by winding lanes to Chislet and Upstreet, where we struck the Canterbury-Margate road. Birchenhead, with its memories of Rossetti, More charabancs getting ready to return home. "Wentgate-on-Sea, which has retained its late Victorian properties, open country, spacious country, humps and fields of golden grain, stretches of sugar-beets and cabbages; twinkling lights ahead; then streets, white trousers, butterfly dresses; clean, bracing air."

"Where are we?" I asked a wayfarer in a blazer. "Where are you? Nayland Rock! Did you think you was at Cliftonville? Give me Nayland Rock every time!" And his girl laughed.

"Here," I said to Belinda, "we will put our good little lizzie to bed. Look at the crowds on that walk by the sea! Hark to the din! From Grain to Margate! That shall be the title of my article."—C. T. Hiss in *Daily Chronicle*.

SNOW IN SCOTLAND.

GALES ON THE ENGLISH COAST.

ADVENT OF WINTER.

London, September 4th.
Snow in the Highlands, gales and abnormally high tides all round the coasts, and a bitter Polar wind in London are among the vagaries of the weather reported to-day.

During a gale in the Mersey the Canadian Pacific liner *Montcalm* broke her moorings, the Cunarder *Aurania* fouled her propeller, and several other vessels dragged their anchors.

Tents were washed away or buried in sand by the sea at Broadstairs, where such a high tide has not been seen for years. At Hornsea, in Yorkshire, the sea invaded the land to such an extent that fields were flooded, and the residents are moving about in boats.

There were remarkable scenes on the sands at Broadstairs due to an abnormally high tide. During the night a strong north-easterly wind drove the sea right up to the back of the main bay, washing away tents a dozen yards or more. Other tents were buried three and four feet deep in sand.

DIGGING FOR GOODS.

After their tenants arrived to-day on strong detachment of volunteers was soon at work with spades digging for the hidden goods, and there were loud cheers when something hopelessly ruined was salvaged.

People had left in the tents clothing, parasols, shawls, wraps, tennis racquets, and the usual paraphernalia which accompanies parties at the seaside. Everything was ruined.

Such a heavy high tide has not been seen at Broadstairs for four years. There was a sharp frost at Brighton during the night and a snow nip in the air to-day. Furs and overcoats were worn by many visitors.

FIELDS UNDER WATER.

Extraordinary high seas were experienced last night at Hornsea, the Yorkshire seaside resort, which is crowded with visitors from Hull. The waves dashed over the promenade and tore aloof seating from their fastenings, and these floated away. Such a scene right from the beach to the railway station, and just it on one side, but trains were not affected. Inland fields are flooded, and visitors living in bungalows had to get to the station and shops to-day on horseback or in boats.

"ESQUIRE."

BARONET'S SON'S COMPLAINT.

A singular letter from the son of a baronet, alleging incivility on the part of the Norwich police and discomfiting in not addressing him as "Esquire," was read at Norwich Police-court on August 25th. Nigel Courtenay Musgrave, described as independent, of 25, Half-Moon-street, London, was summoned for causing an obstruction with his motor-car. It was stated by the police that the car held up the tram traffic for several minutes, when defendant was seen to come out of the Hippodrome. He was asked three times by the police if the car belonged to him, but refused to answer. When told that he would be reported he made no reply, but drove off in his car. The police denied any incivility towards him.

The Lord Mayor read a letter from the defendant which had been addressed to the Chief Constable, as follows:

Dear Sir—I received the enclosed summons to-day at my father's—Sir Richard Musgrave, Bt's—house, and should be very much obliged if you would be good enough to have my full name and proper designation inscribed thereon. I think you will find, if it would not be putting you to much trouble in looking up "Burke's Peerage and Baronetage," that, being the eldest and only son of my father, I am entitled to the designation, after name, of "Esquire," although no doubt the inspector who was so very rude to me on the 15th of July last still considers that I am a criminal outcast, and not even entitled to be addressed as "Sir," which I believe it is the duty of an inspector and ordinary constable when speaking to a gentleman to address him and speak to him as such. I recently saw my cousin, Lord Hastings, about the matter, and he advises me to take up the whole matter, which I intend to do; and if, which I quite understand, you are unable to deal with the matter in the right way, I shall go and see the Lord Lieutenant of the county about the whole thing, whom I know personally very well, and he will advise me as to the best course to be adopted. I very much regret having left my car and thereby causing an obstruction, and I shall pay the fine, whatever it amounts to, which I have no cause to complain of; but what I do very deeply and strongly resent is the insolent manner in which I was treated by the police, and the public have a right to bring these matters to notice, as in the recent case of Major Sheppard—Yours truly, Courtenay Musgrave.

Bachelors' Club, Piccadilly, W.

August 5th.
The Lord Mayor: "It is a storm in a teacup. I am really sorry for the man who writes such a letter as this. In a few years he will be dust, as we all will; and this nonsense is very touching."

A fine of 10s. and 10s. costs was imposed, the Lord Mayor saying that they could treat it as an offence of "many human being and with him—ard to defendant's dignity."



PYORRHEA

PYORRHEA is distressing to have but easy to prevent. For one hundred years dentists throughout the world have recommended this preventive: saturate your brush with sparkling, refreshing LIQUID SOZODONT the first thing in the morning. Massage your gums briskly until the foamy liquid has brought the blood tingling to the gums. Rub the teeth thoroughly from gum to the edge of the teeth. Let century-old LIQUID SOZODONT penetrate every crevice between the teeth to remove small particles of food.

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PARIS GOES ON HOLIDAY.

THE FONTAINEBLEAU TRAIN.

The murky, mysterious platform, bounded at the rear end by hoarse cries from visible human beings and at the far end by dismal clankings, whistlings, and snortings from invisible monsters, it crammed from end to end with two broad bands of people. From time to time little groups well out into the narrow lane between, like inkstains spreading upon blotting-paper, only to be swept back into the indistinguishable mass by electric trolleys, pursuing their hand the human particles of the mass and shapes chattering in to the doors, men, severely aloof or strenuously gallant, in inverse ratio to the legal position of their companions. But after 30 yards it is all one sea of heads, merging from little bumps like the side of a pot of punched copper into a flat blank calm. Over all hangs the indefinite obscurity of a fœtid, greasy heat. There is something in the lighting of railway stations which makes them either the hottest or the coldest of places.

Such are the people of Paris preparing to leave their city to the Americans, the Argentines, and the Poles. Tomorrow, the only things French on the boulevards will be the usual proportion of the advertisements and of the waiters, and in the Ministers under-secretaries will be able to tell callers they are the Great Men themselves. The first holiday of the people of Paris was the hunger march to Versailles. That was fairly thorough, but it was nothing to the modern pleasure march. It is not a holiday, it is a migration.

Forty minutes later, the train edges groaning along the platform. As it slides in the sea of people throws up a clinging wave on to its dingy sides. It is for this, of course, that French railway carriages have such an incredible number of handles. There is not one too many. From them and from every projection hang figures contorted with the effort of climbing. Doors that will open are flung back by the first fringe upon the rest of the mounting wave. And if they will not open, there is always the window, on whose ledge to double your obstructive person until such time as the train is finally in and the last convulsive heave can be made. It is bad form to fill a carriage whose door is stuck by passing to it along the corridor from one whose door is not.

THE FIRST AND THE LAST.

With a last dreadful jolt the tall train stops, the wave mounts in flood an fills every crevice, and the doors are triumphantly banged. The surplus ebbs and surges along the platform in apparently undiminished volume. A fat man shrieks to his waiting family, "We must get into the first!" "O, Richard, O mon roi!" you should have thought of that ten minutes ago. The firsts are fuller than any.

Inside the train the sardines sit and sweat gleefully at the thought of those outside, for the French are a hard race. After another 20 minutes of it someone starts the rumour that the last shall be first again, because they have been taken off to a relief train which has already started. What else could you expect of a railway company composed of malignant bandits whose sole occupation is to arrange for their trains to run off the lines? Anyway, if the other train has started first it will be off first, and we may be saved. Upon this bright thought our own train moves off with an execrable jerk, a snarl, a fanfare of speeding whistles. The window is stuck and will not open. One stifles, and it must be broken. But how? Ah, Monsieur in the corner with a wooden leg, will he oblige? Monsieur will. He unstraps it, and pokes it through the glass as bravely as ever he brandished his bayonet. All are satisfied, except the large lady in the middle, who has to travel all night and thinks she may be cold. Let her be. She takes the room of two anyway. There is a loud shriek from the next carriage. No, it is not the *père de famille* killing his wife preparatory to committing suicide himself, but the sweet young thing who has taken the tinkle of the falling glass for another of those atrocious catastrophes.

The train rolls serenely on, working up its dactylic rattle to Beethoven speed. Twinkling lights and gaunt shadows of lines of planes and poplars leading straight away into outer darkness. Miles of market gardens, with their funny little doll sheds, are felt rather than seen. And finally great verdant belugas of vine form the dark sides of a tunnel whose roof is the stars. So the train nulls in to a sudden station, where a little bell tinkles cheerful welcome and a lone voice cries, "Fontainebleau," "Fontainebleau." We are arrived.

A COY PENSION.

Four miles of road, gleaming white beneath the headlights of a roaring car, between whispering poplars and the dark waters of the Seine, and we reach an enormous electric light burning quite disconnectedly in the middle of an empty field. Our hotel is coiled hiding its crude wooden walls behind the blaze. It is called the Pension Emmy. To such lengths will this nation go in its efforts to attract the English. Who is Emmy? What is she? No-one knows, but it is enough that she can never have been French.

It is 1 a.m., but, notwithstanding, the whole staff is out to greet us. The patron, a huge fair Picard in pyjamas, his wife, a buxom lady in zebra stripes, and two maids have been sitting for two hours on iron chairs in a cloud of insects awaiting our arrival. What British innkeeper would do the same, or having done it, would produce cold beer, a sizzling omelette, coffee, and soft beds. (Continued on next Column).

"SEND ME PISTOLS..."

THE RECORD OF A TRAGEDY IN CEYLON.

In a series of articles under the heading of "Human Documents," the *Morning Post* has one of poignant interest, connected with an officer's fate in Kandy.

Tightly bound up with the pompous folios of the Ceylon despatches are two dirty, ragged little scraps of native paper, on which are scrawled a few lines in pencil by an evidently feeble and exhausted hand. With some difficulty the following can, among other fragments, be deciphered: "August 1811. Oh! be expeditious to save me. I am daily sick unto death without money, clothes, or food; please send me a little opium or laudanum to alleviate my pains. If you so intentions (sic) of speedily doing something send me a pair of pistols, to terminate my painful existence." And after a little more incoherent and often illegible raving comes the signature, Ad. Davie.

Who was Davie? When in the year 1796 the British captured Ceylon from the Dutch, they found that they were masters only of the coast line and the flat country, not of the mountainous territory, which was subject to the King of Kandy, in the centre. The Kandians were not good neighbours, and, as was bound to happen sooner or later, the British at last invaded their country. This was in the month of February, 1803.

LITTLE RESISTANCE.

The expedition met with little resistance, and entered Kandy within three weeks; but then the real trouble began. The troops died like flies from jungle fever, and it was necessary to withdraw most of the survivors to the coast in April; only three hundred men of the Green Howards and seven hundred native troops being left in Kandy. By June the white men of this garrison were dying at the rate of six a day, and the Kandians saw their opportunity. They attacked the British in their quarters, and were repulsed with loss; but Major Davie, who was in command, was frightened. Of his 500 British soldiers 180 had died, 120 were in hospital, and only 20 convalescents were able to bear arms. But such cowardice was the Kandians that even this handful could have defied any number of them. In an evil moment he hoisted the white flag; and it was agreed that the garrison should march back with their arms unmolested to Trincomalee, the Kandians undertaking to tend the sick in hospital till they could be removed.

A FATAL BLUNDER.

This capitulation was a fatal blunder, for good faith was unknown to the Kandians. Of the garrison only 14 British officers, 20 British soldiers, and 350 natives were fit to march out. They had not moved out two miles before they were threatened with attack by a mob of the enemy. Davie, instead of firing into them, began to weep, and at last, with strange infatuation, agreed that the British should lay down their arms. The native troops at once deserted to the enemy; the British were led out two by two, and their brains were dashed out with musket-butts, and Davie and another officer alone were taken back in triumph to Kandy. There the sick in the hospital were promptly massacred. Davie's companion died, and he was left alone. In 1805 there came a message from him that he was the sole survivor, and that he expected not to live for many days; yet, as this scrap of paper proves, he lingered on, poor creature, for at least six more years in misery and torment.

EXPIATION.

There were British troops within a hundred miles who could easily have marched to Kandy, but the British were fighting for their lives against Napoleon; things in India were uncertain, and they could not embark on another little war to save him. At home his mother begged pitifully that his allowances might be paid to her, for her family was large and her creditors were pressing. Efforts were made to contrive his escape by bribery, but in vain. The unhappy wretch paid cruelly for his fault, but he died at last of dysentery, and was huddled out of the way by the Kandians, leaving these two scraps of paper to plead for his forgiveness. His shortcomings were made good in 1819, when the crown sceptre and throne of the King of Kandy were brought to Windsor Castle.

all within 20 minutes? In the morning, "Nri," the patro, shyly offers to show us the beauties of his property. There is the garden. It will be cleaned soon and potatoes planted. His eye gleams as he regards the half-acre of rank grass. It is his, and it will grow food. We learn its cost, the cost of the house, the amenities of the staggering tram that lurches into Fontainebleau.

But the cream is to come. He leads the way out of the main gate and on to the banks of the river to where two squat pollards preside over a piece of concrete embankment. "Here," he says, with the air of a man describing the two miracles of life, "is where the steamers moor and the English bathe." He looks expectantly at the reluctant specimen of that race among our party, who has taken refuge behind the pages of newly-arrived paper. Providence saves the reputation of our nation. There, in cold print, is the account of another railway catastrophe, which must be duly told to the British public. He must go. But perhaps some day some really warm ray, he will come back; and perhaps if no steamer is moored there, and if the patro persists in standing there, he will go into those waters and say he likes it. For are not even ambassadors sent abroad to lie for the good of their country?



Never a moment sick!

"Never a moment sick" wrote a doctor to us about his son, Hugh—"I would like everybody to know the value of Glaxo and use it."

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"HIGH TEAS."

A PROBLEM FOR THE HOUSE OF COMMONS.

Though the Social Revolution hangs fire, our "extremists" seem to be in a fair way towards effecting a "sort of" a revolution in the catering department of the House of Commons, writes Francis Gribble in the *Daily Mirror*.

Before Parliament was scattered, Mr. Kirkwood insisted, with characteristic energy, that porridge shall be, so to say, on tap in the House at all hours; so that when some future Labour Chancellor of the Exchequer needs refreshment on the front bench, as all the Chancellors do, on Budget night, he will be able to "take his little porridge" and eat his supper there, in the very act of offering the country a freer breakfast table and a higher income-tax.

Meanwhile, Mr. Kirkwood has waxed lyrical in praise of porridge—more particularly the porridge which is made North of the Tweed.

He evidently thinks that it is thanks to her porridge, rather than to her whisky that Scotland stands where she does; for he assures us that it is only in Scotland that people know how to make porridge properly.

Very likely he is right. The blameless hyperbores would hardly be so enthusiastic about porridge if their cooks did not make it better than ours do.

By all means, then, let the best brand of porridge be provided—"sloppy carbohydrate" though it be—for those legislators who find that they can flourish on it; but when Mr. Kirkwood passes to another branch of the subject and clamours for what used to be called "high tea" in the House, one is tempted to call a halt and argue with him.

A CAUSE OF "SCENES"

The papers were full of talk about "high tea" some years ago, when Mr. Henry Arthur Jones recommended it as a more suitable meal for playgoers than a late dinner.

First of all we had the dramatic critics and the leader-writers inquiring in their lofty way, what manner of repast a "high tea" was.

Then, when they had been duly rebuked for their snobbish affectation of ignorance and informed that a "high tea" was a gargantuan banquet whereat the ten washed-down such comestibles as kippers, haddocks, tinned salmon and sausages, the voice of the doctors was loud in the land. To drink tea with meat, they pointed out, was almost, if not quite, as bad as drinking whisky with oysters. Tea, burned such food to leathery, they said, made digestion difficult, played havoc with the alimentary canal, and left those who indulged in it in no condition to enjoy the sublime works of dramatic art.

No subsequent medical discovery has discredited that view; and it seems a fair inference that a regimen which makes playgoers capacious or inattentive would be likely to have some corresponding evil effect upon members of Parliament, impairing the serenity of their tempers, and so multiplying those "scenes" which too often call for Mr. Speaker's mediation.

The matter, at any rate, is one about which the "Kitchen" Committee might advantageously consult the Minister of Health before taking any irreparable step.

IN COURSE OF COMPILATION

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AUGUST 29TH.

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The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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RESULTS OF THE DAWES PLAN.

A YEAR'S WORKING.
GERMAN ESTIMATES.

BERLIN, August 30th.

The first anniversary of the Dawes Plan is the occasion for a general review by the German Press of the results achieved in the period to July 31st, the returns for the current month not having yet been published. Attempts are made to estimate progress and the outlook for the future.

It is realized that the first year's working cannot by any means be regarded as a test of the Plan. Of the first year's contributions of one thousand million marks (£30,000,000), only two hundred million marks (£10,000,000) were found directly by Germany—and this by the German railways alone—the balance of eight hundred million marks (£24,000,000) being the proceeds of the German external loan. The greater part was transferred by means of deliveries in kind, either through the Reparations Recovery Act or by actual deliveries, a large part of the proceeds being absorbed by the expenses of the occupation and the administration of occupied territory.

In the course of the year three prudent agreements were concluded for the smoother working of the Plan—the first on April 3rd, for the regulation of the Reparations Recovery payments, the second on May 1st for payment on deliveries in kind, and the third on May 24th for the payment of the costs of the occupation. The year virtually constituted a moratorium.

What, it is asked, has been the effect of the year's respite on German economic life, and what is the outlook for the Plan in the second year, when Germany really begins the serious work of making payments?

SENSE OF SECURITY.

On the positive side most of the surveys give pride of place to the undoubted gain in the feeling of security that has since pervaded the internal and external commercial and political relations of Germany. Undoubtedly the transfer of so explosive a matter as the problem of reparations from the political to the economic plane has fully justified the hopes of those who saw in this step the only possible method of pacifying Europe.

The control of the Reichsbank under the terms of the scheme has made the stabilization of the currency secure. There is still a good deal of fear among the uneducated that a new inflation is not impossible, and even imminent. From time to time a small panic is noticeable among wage earners and small traders, though it is not enough to affect the general confidence and merely retards saving. The most impressive feature in the Reichsbank's management under the terms of Dr. Schacht is the increase in the gold reserve and holding of foreign exchange as cover for the note circulation. It is asked whether the present scale is not too lavish and whether it might not be possible after all for the Reichsbank to increase the circulation beyond the present needs of the country, which would be in effect a new inflation. The danger seems rather remote.

Hardly less important is the influence the Plan has had on German economic life in opening the foreign credit market to German trade. Working capital had practically disappeared in the last stages of the inflation, when the only safe plan for the industrialist or trader was to turn every penny of it into bricks and mortar or into plant and stock. Thenceforward till the adoption of the Dawes scheme the great problem of Germany was how to finance this fine equipment for production.

THE PRESENT CRISIS.

The crisis through which Germany is going at the present time is practically unrelated to the Dawes Plan. Indirectly the increase in taxation may have contributed to it, together with the tariff and the attendant rise in prices. But this is largely a crisis of markets, and, though the trough of the wave has not been reached, competent judges consider that there will be an upward trend before next spring. The next year's payments under the Dawes Plan do not include any revenue from taxation, and from that point of view the Budget of the last year is of interest only because it has shown that the sources of taxation earmarked for the controlled revenues are yielding amounts very considerably in excess of the sums contemplated in the third year of the scheme, when budgetary contributions will be made for the first time.

The bulk of the next year's payments is to be derived from the revenues of the railway company and from the issue of railway preferential shares to the amount of 250 million marks (£12,500,000). Only 125 million marks (£6,250,000) of the whole sum of 1,250 million marks (£62,500,000) for the second year is to be derived from other sources—namely, the industrial debentures.

The general director of the German Railways and former Minister of Communications, Herr Oeser, in a statement on the finances of the railways, has expressed his willingness to do his utmost to ensure the fulfilment of the obligations laid upon the railways, which he regards as vital to the present situation of Germany. This is a handsome admission, since it is well known that Herr Oeser has from the first held the view that the railways are not in the long run financially capable of carrying the burden the Dawes Plan has imposed upon them.

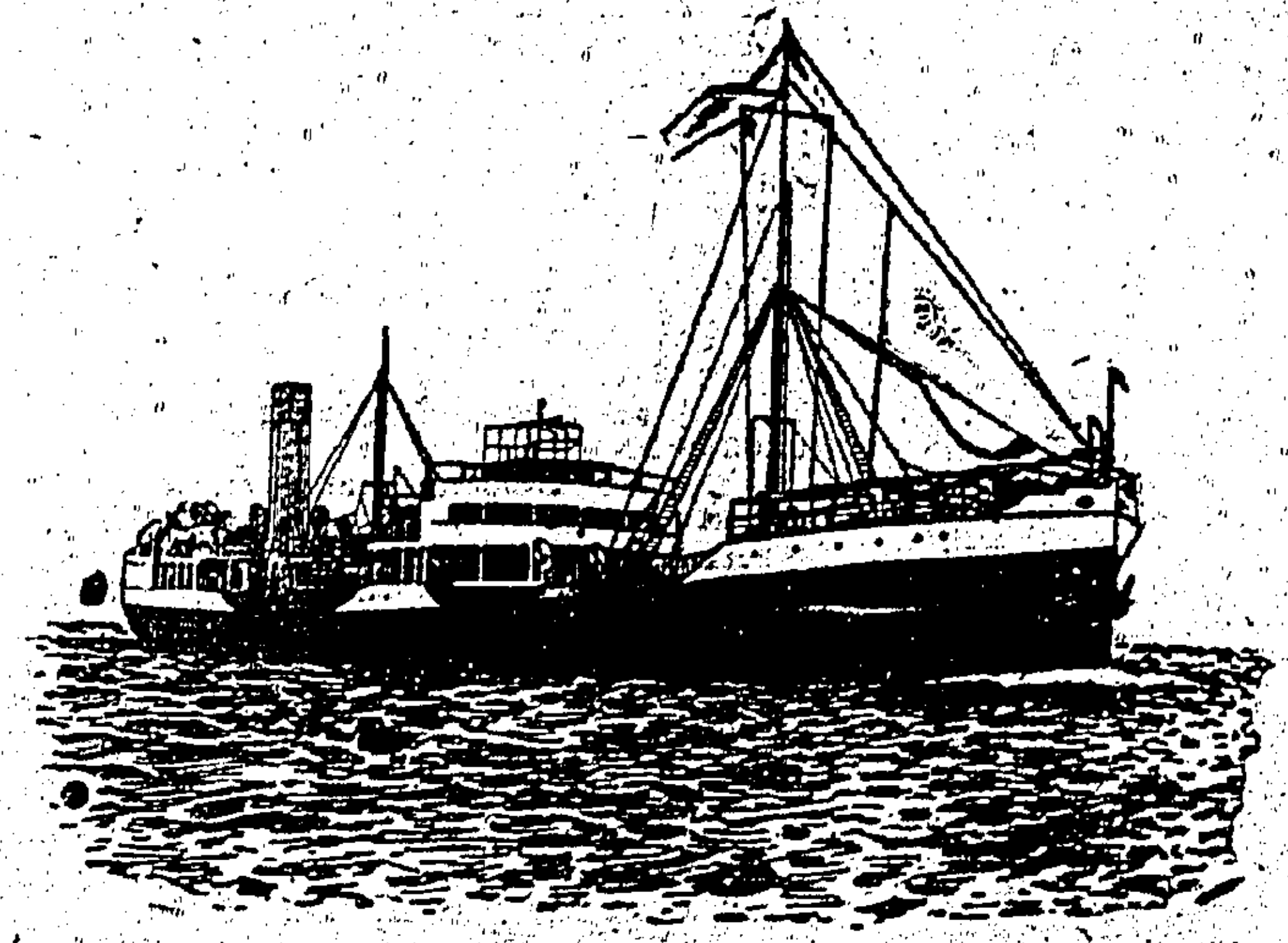
Lately there has been a demand for higher wages among the railwaymen, and it is not yet settled. That the workmen have a good case, in view of the present high cost of living, is hardly in dispute. But Herr Oeser refutes their claim that the railways can pay it out of the monthly surplus of 70,000,000 marks (£3,500,000), which is arrived at merely by placing the receipts against expenditure and allowing nothing for reserves and maintenance. The railway company, he says, received (Continued on next column).

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its heritage of plant, rolling stock, and buildings from the State in very poor condition, and it has not succeeded in creating the reserves which are essential to an undertaking of its size, while it has now to take on two heavy items of expenditure, improvements in safety signalling and electric light in the trains.

RAILWAY FREIGHTS.

The railway company is, however, likely to encounter another class of dispute in the near future, and that is the question of freights. Although the railways have ceased to be State property, German public opinion still retains the impression that, although the system has to be run—as laid down in the Dawes Plan—on ordinary business lines, it is still the servant of German trade, and must so adjust its rates and freights regardless of any obligation to earn a profit. Its refusal to do so is constantly the object of attack.

During the next year, also, the problem of transfer will become real. German

opinion still is, that there is only one method of transferring payments, and that is by the export of German goods. The only difference of opinion is as to the amount by which the exports must exceed the imports, and, in general, Professor Cassel's estimate is accepted. It cannot be denied that it has been a great disappointment to German economists that the increase in exports has not produced—or even begun to produce—the surplus necessary to make this part of the scheme effective. Even were the goods to be produced in rising quantities, it is realized that markets could not be found for them, and though the newly negotiated commercial agreements promised some improvement, the world is not thirsting for a flood of German manufactures. High tariffs still confront the German exporter, and they are not brought any lower by the aggressive trade policy of the present German administration. The newer nations have their own industries to foster, the older ones fight to hold what they have, and

lost markets are only slowly reconquered and reopened. It is a feature of all German surveys of the prospects of future Dawes years that none comes any nearer to solving the transfer problem than the members of the Dawes Committee did themselves.—Times Correspondent.

A TEE-TUM CAR.

It is said that a Swedish engineer has invented a car that will not only move backwards and forwards, but also laterally. In view of the glassy surfaces of many of our roads, motorists will hardly consider this a novelty, says "Contact" in The Motor. If a vehicle of this type catches on, however, a new terror for drivers can be foreseen. Just imagine how difficult it would be to keep a straight course on a slippery road while operating a vehicle that can be maneuvered towards every cardinal point on the compass!

SHIPPING NEWS

ARRIVALS.

October 8th.

Uta Maru, Japanese schooner, 1,238 tons, Capt. N. Sasaki, from Dairen, with 2,510 tons of bean and coal, lying at buoy No. C38.—O.S.K.

Van Udon, Dutch str., 2,982 tons, Capt. G. Hagensicker, from Singapore, with a general cargo, lying at buoy No. B22.—J.C.C.L.

October 7th.

Diorno, British str., 1,297 tons, Capt. J. H. Van Den Berg, from Haiphong and Hoilow, with 710 tons of general cargo, lying at buoy No. C38.—Shun Tai S.S. Co.

Howes Castle, British str., 3,634 tons, Capt. W. Donohue, from New York and Hoilow, with a general cargo, lying at buoy No. A23.—Dodwell & Co.

Hoi Nam, Portuguese str., 848 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. C41.—Kwang O. S.S. Co.

Myrangra, British str., 360 tons, Capt. E. Bentley, from Swatow, with a general cargo, lying at Chiu On S.S. Co.

Awangchow, British str., 1,572 tons, Capt. F. C. Lovegrove, from Bangkok and Hoilow, with a general cargo, lying at buoy No. A31.—B. & S.

Sunking, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C42.—Man Yick & Co.

CLEARANCES.

October 7th.

Empress of Asia, for Manila.

Manung, for Newchwang.

Koku Maru, for Swatow.

Lake Farrier, for Canton.

Sitta Maru, for Dairen.

Sydney Maru, for Keelung.

Taito Maru, for Keelung.

Van Clapp, for Swatow.

Walton Hall, for Cebu.

SHIPPING MOVEMENTS.

The B.I. and Apear Company's s.s. *Talamba* left Kobe for this port on October 5th, and is due here on October 10th.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 73, of which 40 were British, a further reduction on the previous day's total of 78, and British 48.

For the 24 hours ended at 9 a.m. yesterday there were six arrivals, of which one was British, one Portuguese, one Dutch, one Japanese, and two Chinese. The departures for the same period numbered 12; while there were two vessels clearing.

The arrivals for the period mentioned were the s.s. *Empress of Asia* (Br.) from Vancouver and Shanghai with 317 tons of general cargo and mail; the s.s. *Hoi Nam* (Portuguese) from Kwang Chow Wan with 300 tons of general cargo, 296 pigs, 68 goats, 100 crates of fowls and mail; the s.s. *Van Udon* (Dutch) from Belawan-Deli and Singapore, with 576 tons of general cargo and mail; the s.s. *Uta Maru* (Japanese) from Dairen with coal, beans, livestock and general cargo (2,510 tons); the s.s. *Sun Kung* (Chinese) from Kwang Chow Wan with 250 tons of general cargo and chickens and the s.s. *Tong Hing* (Chinese) from Shanghai and Canton with a nil entry.

Mails due this week are:—Europe via Negapatam (letters only), London, September 10th, by the s.s. *Van Udon* to-day; from Manila, by the s.s. *President Jackson* to-morrow; and the s.s. *President Jackson* on Sunday; Australia and Manila, by the s.s. *St. Albans* to-morrow and by the s.s. *Chikita* on Tuesday; Canada, U.S.A., Japan and Shanghai, by the s.s. *President McKinley* next Thursday.

GERMAN SECURITIES AND BONDS.

The German Consul-General forwards as the following:—

Under the date of August 29th the German Government Gazette (the *Reichsanzeiger*) announced that certain private Securities (hypothecated debts, etc.) as well as Industrial Applications (Bonds) would be increased in value from 15 to 25 per cent., providing that the owner could show proof that the same were in his possession prior to July 1st, 1920.

Anyone holding such securities or industrial bonds is advised to have the same registered in Germany not later than December 31st, 1925, which is the time of expiration for any claim.

Inasmuch as the laws and by-laws concerning registration are rather difficult for a layman to understand, it would be advisable to turn the securities, etc., over to a lawyer or a bank in Germany for registration and collection.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

LARGEST, FASTEST AND MOST LUXURIOUS

STEAMSHIPS

SPECIAL FARES TO EUROPE

£120 £112 £83 £80

(PAYABLE IN LOCAL CURRENCY)

BOOKINGS NOW OPEN FOR 1926

VICTORIA AND VANCOUVER

via SHANGHAI AND JAPAN PORTS

STEAMER	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Oct. 15	Oct. 19	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 3	Nov. 4	Nov. 7	Nov. 18
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 2	Dec. 5	Dec. 16

STEAMER	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	June 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 2
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 18	June 27
EMPRESS OF ASIA	June 25	June 27	June 30	July 3	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 21	Oct. 23	Oct. 24	Oct. 26
Nov. 4	Nov. 6	Nov. 7	Nov. 9

Passenger Department: Tel. C. 782. Cable: GACANPAC.
Freight and Express: Tel. C. 42. Cable: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$3400, \$3420, \$3440

YOKOHAMA MARU ... Wednesday, 25th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

SUWA MARU ... Saturday, 10th Oct. at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct. at 11 a.m.

HAKOZAKI MARU ... Saturday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

TSUSHIMA MARU ... Middle Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MISHIMA MARU ... Wednesday, 13th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Sunday, 11th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Tuesday, 13th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU (Mojit direct) ... Friday, 9th Oct.

RANGOON MARU ... Wednesday, 14th Oct.

CEYLON MARU ... Sunday, 18th Oct.

KITANO MARU ... Wednesday, 20th Oct.

For further information, apply to: NIPPON YUSEN KAISHA.

Telephone Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.

HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OOSTERK" ... 2nd Nov. 1925

s.s. "OOSTERK" ... Beginning of Dec.

ARRIVALS FROM EUROPE:

s.s. "OOSTERK" ... 19th Oct. 1925

s.s. "OOSTERK" ... 17th Nov.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to:

JAVA-CHINA-JAPAN LYN,

Telephone Central No. 1574. Agents, York Building.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TIENTSIN	CHONGCHING	Thursday	8th Oct. at Noon
RANGKOK	"KWAISANG"	Thursday	8th Oct. at Noon
HAIPHONG via HOIHOW	"MINGSANG"	Friday	9th Oct. at 9 a.m.
STRAITS & CALCUTTA	"HOSANG"	Saturday	10th Oct. at 3 p.m.
SHANGHAI via SWATOW	"YATSHING"	Sunday	11th Oct. at 7 a.m.
RANGKOK	"YUENSANG"	Sunday	11th Oct. at 7 a.m.
KORE via MOJI	"NANSANG"	Monday	12th Oct. at Noon
SHANGHAI via SWATOW	"KANSANG"	Wednesday	14th Oct. at 7 a.m.
STRAITS & CALCUTTA	"KUNANG"	Saturday	17th Oct. at 3 p.m.
KORE via MOJI	"FOOKSANG"	Thursday	22nd Oct. at 7 a.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY THREE DAYS
HONGKONG—HAIPHONG LINE	EVERY SATURDAY FROM BONG PANG
HONGKONG—BOHNEO LINE	EVERY SUNDAY FROM BONG PANG
HONGKONG—TIENTSIN LINE	EVERY THURSDAY
HONGKONG—RANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to:

JARDINE, MATHESON & CO. LTD.

GENERAL MANAGERS

Telephone Central No. 315.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Leaves Hongkong	Discharges
"CARMARTHENSHEIRE"	15th Oct.	15th Oct.	"CARMARTHENSHEIRE" ... 24th Nov.
"GLENSANDA"	1st Nov.	1st Nov.	London, Rotterdam & Hamburg via Oze.
"GLENSHIRE"	12th	12th	
"GLENSHIRE"	24th	24th	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to:

JARDINE, MATHESON & CO. LTD.

THE GLEN LINE, LTD., AGENTS.

Telephone Central No. 315 sub-ex. 22, and Central 3510.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by

ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

FOR SEATTLE, ETC.

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON" ... Oct. 12th, 5.00 p.m.

"PRESIDENT McKINLEY" ... Oct. 24th, 5.00 p.m.

"PRESIDENT JEFFERSON" ... Nov. 5th, 5.00 p.m.

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT McKINLEY" ... Oct. 18th, 5.00 p.m.

"PRESIDENT JEFFERSON" ... Oct. 28th, 5.00 p.m.

First Class on the Pacific. (First Class on American or Canadian Railways. First

Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental

Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points;

also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone Central 3477, 3478 & 795. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

M.V. "NANKING"

Subject to change without Notice.

For further particulars, please apply to: GILMAN & CO. LTD.

Agents.

HAMBURG-AMERIKA LINE.

THE Steamship

"OLDENBURG"

having arrived, Consignees of Cargo by her are

hereby notified that all Goods are being

landed at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.,

whence, and/or from the Wharves, Delivery

can be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 6th October, 1925,

will be subject to Rent.

All Claims must reach us by 7th October,

1925, or they will not be recognized.

All damaged Packages will be examined by

Messrs. Godard and Douglas (Marine

Surveyors) at 10 a.m. on 5th October,

1925.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & Co., Agents.

Hongkong, 1st October, 1925. [2706]

THE NEW LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANT-

WERP, LONDON AND STRAITS.

THE Steamship

"BENRINNES"

Consignees of Cargo are hereby informed

that all Goods are being landed at their

risk into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence, and/or from the

wharves, Delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 8th instant, will be

subject to Rent.

All Claims against the Steamers must be

presented to the Underwriters on or before 18th

instant, or they will not be recognized.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD.,

Agents.

Hongkong, 2nd October, 1925. [2707]

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. L. Akol

Mr. H. E. Akol

Mr. & Mrs. S. M. Bander

Mr. & Mrs. R. W.

Mr. N. B. Bateman

Mr. & Mrs. B. B. Bell

Mr. & Mrs. B. Bell

Mr. & Mrs. B. Bell

Mr. & Mrs. B. Bell

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES

NEW YORK BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "LANGTON HALL" ... via Suez Canal ... 23rd October
 S.S. "CITY OF EVANSVILLE" ... via Suez Canal ... 23rd November

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

S.S. "FORRESTER" ... via Suez Canal ... 1st November

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

S.S. "CITY OF TAKIO" ... 23rd October
 For London, Dunkirk, Rotterdam & Hamburg.

FARES TO LONDON

"A" 1st Class £88. 2nd Class £68.
 "B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA**ORIENTAL-AFRICAN LINE**

S.S. "SURAT" ... Middle of November
 Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
 Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Obinde, Inhassane, Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EST INDIES LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "EUBOCHUS" ... via Suez Canal ... 19th Oct.
 S.S. "LANGTON HALL" ... via Suez Canal ... 23rd Oct.
 S.S. "PYRRHUS" ... via Suez Canal ... 19th Nov.
 S.S. "CITY OF EVANSVILLE" ... via Suez Canal ... 23rd Nov.

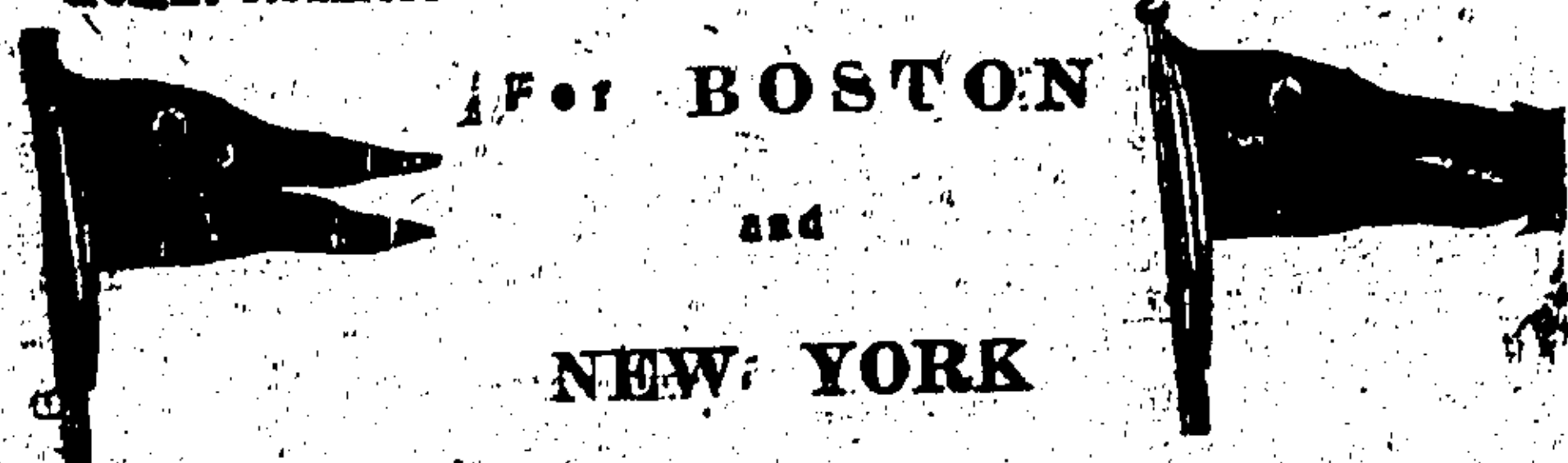
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.**

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GOTHIC PRINCE" ... 31st Oct., 1923.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

King's Buildings.

Telephone Central 816.

Telegrams Furness.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE
 Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in disseminating uses of poisons, curing blood and skin diseases, scurvy, and rheumatism, had legs, aches, pains, rashes, port, rheumatism, quins, erysipelas, etc. It improves the general health and quickly removes long-standing humors, restores and quickens, stimulates, and restores the system.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
 For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (other currency). The "VETARZO KEMEDINE" CO., Gospel Oak, N.W.3, London, Eng. Unimpaired Dealers may try to sell you something else or refuse to accept it. Insist on having "VETARZO". The genuine has words "VETARZO KEMEDINE" on Government Stamp. Sold by LONDON CHAMBERS.

P. & O. British India**Apcar and Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER STEAMERS**TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,696	14th Oct. Noon	Suez, Penang, Colombo & S'way.
"MALWA"	19,941	17th Oct. Noon	Marseilles & London.
"RHIVA"	9,513	23rd Oct.	Suez, Penang, Colombo & S'way.
"KASHMIR"	10,902	31st Oct.	Mars., London, Hull & Antwerp.
"MAINTUA"	9,144	14th Nov.	Marseilles & London.
"KALYAN"	9,144	23rd Nov.	Marseilles, London & Antwerp.
"KASHMIR"	8,625	10th Dec.	Suez, Penang, Colombo & S'way.
"MAINTUA"	10,911	18th Dec.	Marseilles & London.
"KASHMIR"	9,005	26th Dec.	Mars., London & Antwerp.
"MAINTUA"	11,089	9th Jan.	Marseilles & London.
"KASHMIR"	9,114	23rd Jan.	Marseilles, London, & A'warp.
"MAINTUA"	9,097	4th Feb.	Suez, Penang, Colombo, & S'way.
"KASHMIR"	10,941	23rd Feb.	Marseilles & London.
"MAINTUA"	9,144	3rd Mar.	Mars., London, & A'warp.
"KASHMIR"	10,902	6th Mar.	Marseilles & London.
"MAINTUA"	9,135	23rd Mar.	Mars., London, & A'warp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	12th Oct.	Singapore, Penang & Calcutta.
"TALMA"	10,900	23rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	4th Nov.	Mars., London, & A'warp.
"TALMA"	10,900	2nd Dec.	Singapore, Penang, & Calcutta.
"ARAFURA"	9,000	5th Jan.	Mars., London, & A'warp.
"ST. ALBANS"	4,500	3rd Mar.	Mars., London, & A'warp.
"TALMA"	10,900	7th April.	do.

The E. & A.S.S. Co., Ltd. steamers will also call at Singapore, Penang, Calcutta, Madras, Bombay, and other ports as may be required.
 Through Freight and Passenger bookings from Hongkong in conjunction with the Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, the E. & O. Royal Mail Steamers to London via Suez Canal, (San Francisco, etc.) The E. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"TALMA"	10,900	17th Oct.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	23rd Oct.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	31st Oct.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	7th Nov.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	14th Nov.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	21st Nov.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	28th Nov.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	5th Dec.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	12th Dec.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	19th Dec.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	26th Dec.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	2nd Jan.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	9th Jan.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	16th Jan.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	23rd Jan.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	30th Jan.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	6th Feb.	Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	13th Feb.	Shanghai, Moji, Kobe & Osaka.
"TALMA"	10,900	20th Feb.	Shanghai, Moji, Kobe & Osaka.
"ARAFURA"	9,000	27th Feb.	Shanghai, Moji, Kobe & Osaka.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Hongkong must carry their own Hotel expenses at Singapore while waiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, Cornhill Road Central, HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Saloons, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW**AND RETURN**

(Occupying 3 or 14 Days)

*HAINING ... Capt. A. H. Stewart ... Sunday, 11th Oct., 10 a.m.
 *Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Elder's Pier).
 Round-Trip Tickets will be issued from Hongkong to Swatow (Fuchow, Amoy) and Return by the same Steamer by the "HAINING," "HAINING," and "HAINING" at the Reduced Rate of \$40.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LAPRAIR & CO.

General Manager

CHINA NAVIGATION CO., LIMITED.

NEWCHANG	"HANYANG"	On	8th Oct.	D.L.
AMOI & SINGAPORE	"ANKING"	On	8th Oct.	4 p.m.
HONGKONG	"KWEIYANG"	On	8th Oct.	5 p.m.
HONGKONG	"CHIEH"	On	8th Oct.	10 a.m.
SWATOW & SHANGHAI	"FOOCHOW"	On	8th Oct.	10 a.m.
SWATOW & SHANGHAI	"CHANGCHOW"	On	10th Oct.	4 p.m.
HOIHOW & SINGAPORE	"KIANGSU"	On	13th Oct.	Noon
AMOI & SHANGHAI	"SHANTUNG"	On	13th Oct.	5 p.m.
HONGKONG	"KANSU"	On	14th Oct.	10 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On	14th Oct.	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 24.

Agents.

CARGO AND PASSENGER CAN BE BOOKED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGSHA"**

Due Hongkong 13th October.

Will be Despatched on 17th October, at 4 p.m.

FOR —

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND, AND TONGAREVA PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.

(Selling Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Tel. C. 34.

Agents.

167.

DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA BOSTON, NEW YORK.

S.S. "BOWES CASTLE" ... Sails 6th Oct.

LYDD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (SUMMER).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE!

£66.**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSEANDRA" ... Sails 5th Oct.

S.S. "SILVIO PELLICO" ... Sails 11th Oct.

S.S. "NIPPON" ... Sails 10th Nov.

S.S. "FERRIS" ... Sails 19th Nov.

S.S. "VIMINALE" ... Sails 10th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'ACOSTA" ... Sails 25th Sept.

S.S. "ROSEANDRA" ... Sails 31st Oct.

S.S. "NIPPON" ... Sails 1st Dec.

S.S. "VIMINALE" ... Sails 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DO WEL & CO., LIMITED

Telephone Central 1036.

Agents.

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M. MESSAGERIES MARITIMES M.**SERVICES CONTRACTUELS**

Mail Steamer	Next Sailing from Marseilles	Pro. Arr. at Hongkong	Pro. Sailing from Hongkong
PORTHOS	1025	1025	1025
DARTAGHAN	11th Sept.	13th Oct.	13th Oct.
ANGKOR	26th Sept.	27th Oct.	27th Oct.
ANGERS	9th Oct.	11th Nov.	11th Nov.
ANDRE LEBON	23rd Oct.	25th Nov.	25th Nov.
PAUL LEGAT	27th Oct.	29th Nov.	29th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Cabin) 25.00. 01. B CLASS (1st Cabin) 25.00. 01.
 C CLASS (2nd Cabin) 20.00. 01. D CLASS (2nd Cabin) 20.00. 01.

Through Tickets to London and Leaving Town of Europe.
 (Accommodation reserved in the Train at Marseilles.)

LIÈGE-COMMERCEVALES (Cable) (Bordeaux).

... leading to HAVRE, ANTWERP

S.S. "DR. P. BENOIT" from DUNKERQUE, LONDON & HAVRE is due to arrive about 19th October.
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